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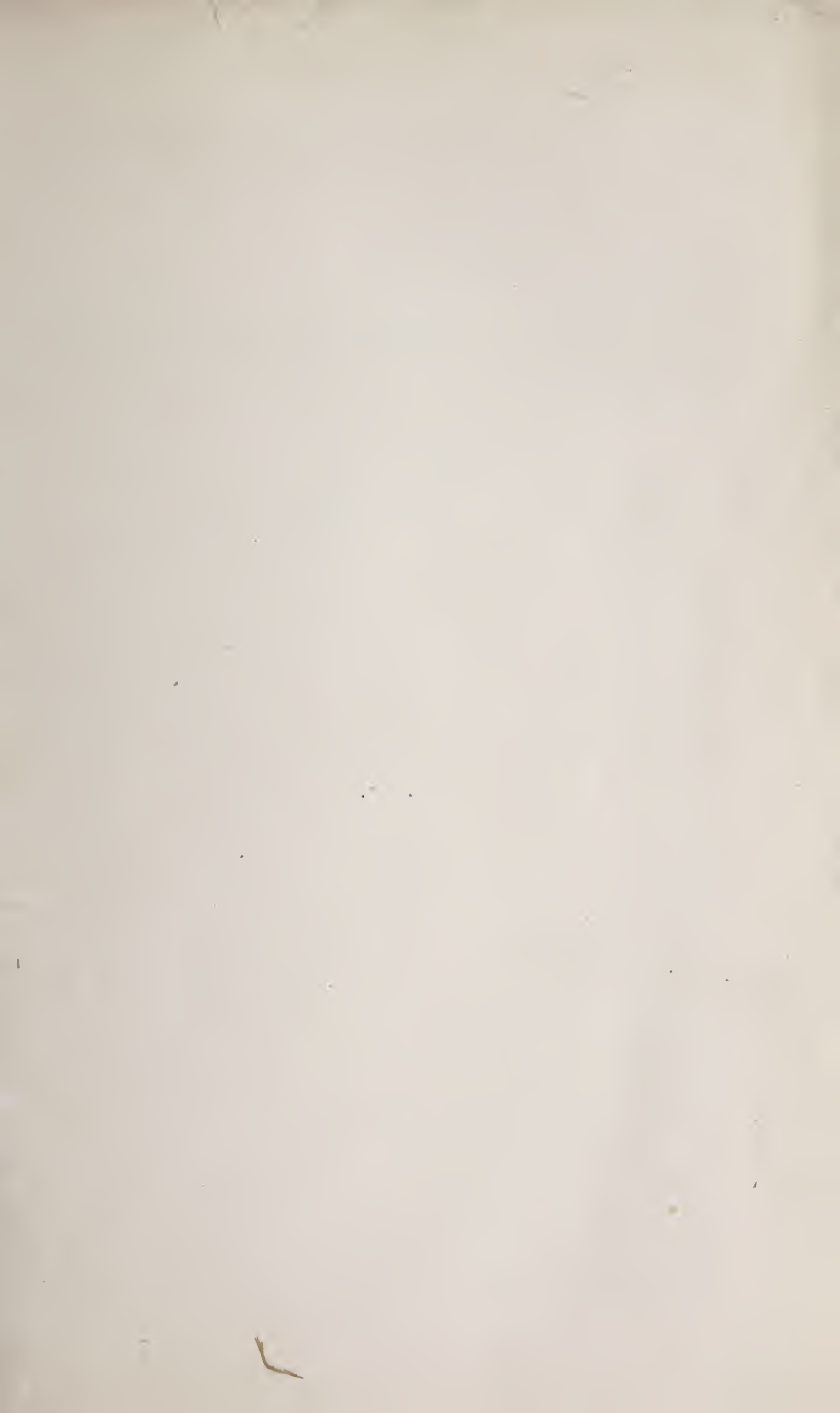
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Contents

DESCRIPTIVE.

	PAGES.		PAGES.		PAGES.
Adirondack Mountains.....	112-139	Cranberry Lake.....	125	Lockport, N. Y.....	106
Akin, N. Y.....	75	Cranston's-on-Hudson.....	156	Long Lake, N. Y.....	123
Albany, N. Y.....	73	Depew, N. Y.....	104	Loon Lake, N. Y.....	133
Albany to Utica.....	73-85	Dining Cars.....	234	Lyons, N. Y.....	90
Albion, N. Y.....	105	Doansburg Hill, N. Y....	55	Mackinac Island, Mich..	168
Alburgh Springs, Vt.....	139	Dobbs Ferry, N. Y.....	22	Main Line.....	11-17
Alexandria Bay, N. Y....	198	Dover Plains, N. Y.....	61	Malone, N. Y.....	134
Amenia, N. Y.....	65	Drawing-room Cars.....	234	Manchester, Vt.....	168
Amsterdam, N. Y.....	75	Dutchess Junction, N. Y..	28	Massena Springs, N. Y..	170
Auburn, N. Y.....	97	East Albany, N. Y.....	34	McKeever, N. Y.....	120
Auburn Road.....	96-100	Elizabethtown, N. Y....	138	Meacham Lake, N. Y....	132
Ausable Chasm, N. Y....	139	Elmira, N. Y.....	156	Medina, N. Y.....	105
Ausable Pond, N. Y....	138	Fairfield, N. Y.....	116	Middlebury, Vt.....	170
Ausable River, N. Y....	139	Fishkill, N. Y.....	28	Middleville, N. Y.....	116
Ballston, N. Y.....	140	Fonda, N. Y.....	77	Millbrook, N. Y.....	170
Bash-Bish Falls, N. Y....	68	Fordham, N. Y.....	39	Millerton, N. Y.....	67
Batavia, N. Y.....	101	Forestport, N. Y.....	120	Milton, Vt.....	142
Beaver River, N. Y.....	124	Fort Edward, N. Y.....	156	Milton Point, N. Y....	45
Bedford, N. Y.....	49	Fort Plain, N. Y.....	81	Mirror Lake, N. Y.....	131
Bedford Park, N. Y.....	39	Frankfort, N. Y.....	85	Mohawk Division.....	73-90
Bennington, Vt.....	140	Fulton Chain Lakes.....	121	Montpelier, Vt.....	172
Berkshire Hills, Mass....	140	Garrison, N. Y.....	26	Montreal, P. Q.....	136-172
Big Moose Lake, N. Y....	124	Geneva, N. Y.....	98	Morristown Park, N. Y..	173
Bloomington, N. Y.....	132-139	Glens Falls, N. Y.....	156	Mott Haven Station	
Blue M't'n Lake, N. Y....	123-138	Golden's Bridge, N. Y....	51	(138th Street).....	230
Bluff Point, N. Y.....	141	Grand Central Station...	228	Mountain View, N. Y....	133
Bog River Falls, N. Y....	127	Green M't'n Lake, N. Y....	58	Mount Everett, Mass....	69
Boston Corners, N. Y....	68	Guy Park, N. Y.....	75	Mount Kisco, N. Y.....	47
Brewster, N. Y.....	55	Halifax, N. S.....	157	Mount Mansfield, Vt....	205
Brookport, N. Y.....	104	Harlem Division.....	36-72	Mount Riga, N. Y.....	67
Bronx Park, N. Y.....	39	Hartsdale, N. Y.....	44	Mount St. Vincent, N. Y.	20
Bronxville, N. Y.....	42	Hastings, N. Y.....	21	Mount Vernon, N. Y....	42
Buffalo, N. Y.....	101	Hawthorn Beach, N. Y....	45	Mount Washing'n, Mass.	69
Buffet Cars.....	232	Herkimer, N. Y.....	83-116	Ne-ha-sa-ne Park, N. Y..	125
Burlington, Vt.....	142	Hightgate Springs, Vt....	157	Newark, N. Y.....	92
California.....	206-209	Hillsdale, N. Y.....	71	Newburgh, N. Y.....	28
Camp Watson, Vt.....	142	Hinckley, N. Y.....	118	Newport, N. Y.....	117
Canaan, Conn.....	167	Honnedaga, N. Y.....	118	New York to Albany....	18-35
Canajoharie, N. Y.....	80	Horseshoe Pond, N. Y....	125	Niagara Falls, N. Y....	109-174
Canandaigua, N. Y.....	100	Howe's Cave, N. Y.....	157	Niagara-on-the-Lake,	
Canandaigua Lake, N. Y.	142	Hudson, N. Y.....	33	Ont.....	180
Canastota, N. Y.....	87	Hudson Division.....	18-35	Norfolk, Conn.....	167
Cascade Rapids.....	136	Hyde Park, N. Y.....	30	North Adams, Mass....	140
Cassadaga Lake, N. Y....	142	Illion, N. Y.....	85	North Creek, N. Y.....	137
Castleton, Vt.....	155	Irrington, N. Y.....	22	Nyack, N. Y.....	236
Catskill Mountains.....	143-149	Ithaca, N. Y.....	157	Observation Cars.....	296
Catskill Station, N. Y....	31	Japan.....	222-227	Ogdensburg, N. Y.....	180
Cayuga, N. Y.....	97	Katonah, N. Y.....	50	Oneida, N. Y.....	87
Cayuga Lake, N. Y.....	150	Keene Valley, N. Y.....	138	Oneida Lake, N. Y.....	181
Cazenovia Lake, N. Y....	150	Kensico, N. Y.....	45	Ontario Beach, N. Y....	95-181
Cedar Rapids.....	135	Kingston, N. Y.....	30	Onteora, N. Y.....	146
Chapinville, Conn.....	167	Kingston, Ont.....	158	Oriskany, N. Y.....	86
Chappaqua, N. Y.....	46	Lachine Rapids.....	136	Oswego, N. Y.....	181
Charlotte, N. Y.....	95	Lake Champlain.....	158	Ottawa, Ont.....	137-182
Chatham, N. Y.....	72	Lake Clear, N. Y.....	129	Owasco Lake, N. Y....	182
Chautauqua Lake, N. Y..	151-153	Lake Dunmore, Vt.....	159	Palatine Bridge, N. Y...	77
Chazy Lake, N. Y.....	139	Lake George, N. Y.....	160	Palmyra, N. Y.....	92
Childwold, N. Y.....	126	Lake Keuka, N. Y.....	161	Passenger Coaches.....	235
Chittenango, N. Y.....	88	Lake Kushaqua, N. Y....	133	Passenger Engines.....	232
Chittenango Falls, N. Y.	153	Lake Luzerne, N. Y.....	137	Patterson, N. Y.....	56
Chittenango Spr's, N. Y.	154	Lake Mahopac, N. Y....	53	Paul Smith's.....	131
Clarendon Springs, Vt....	155	Lake Megantic, P. Q....	162	Pawling, N. Y.....	56
Claverack, N. Y.....	33	Lake Minnewaska, N. Y..	162	Peekskill, N. Y.....	25
Clayton, N. Y.....	195	Lake Mohonk, N. Y.....	163	Philmont, N. Y.....	72
Clifton Springs, N. Y....	99	Lake Muskoka, Ont.....	163	Pittsfield, Mass.....	140
Cohoes, N. Y.....	34	Lake Placid, N. Y.....	130	Pittsford, N. Y.....	100
Columbia Springs, N. Y..	155	Lake Region of N. Y....	86-94	Plattsburgh, N. Y.....	182
Cold Spring, N. Y.....	27	Lake St. John, P. Q....	163	Pleasantville, N. Y....	46
Colorado.....	210-213	Lakeville, Conn.....	165	Poland, N. Y.....	117
Compartment Car.....	233	Lake Waccabuc, N. Y....	51	Portsmouth, N. H.....	183
Cooperstown, N. Y.....	155	Lebanon Springs, N. Y..	140-165	Poughkeepsie, N. Y....	29
Copake, N. Y.....	68	Lewiston, N. Y.....	178	Poultney, Vt.....	183
Cornwall, N. Y.....	28	Litchfield Hills, Conn..	165-168	Private Cars.....	236
Coteau Rapids.....	135	Little Falls, N. Y.....	82	Prospect, N. Y.....	118

PAGES.		PAGES.		PAGES.	
Quaker Hill, N. Y.....	60	Seneca Falls, N. Y.....	98	Troy, N. Y.....	34
Quebec, P. Q.....	136-183	Seneca Lake, N. Y.....	193	Tuckahoe, N. Y.....	42
Rainbow Lake, N. Y.....	133	Sharon, N. Y.....	66	Tupper Lake, N. Y.....	127
Randolph, Vt.....	184	Sharon Springs, N. Y.....	192	Unionville, N. Y.....	46
Raquette Lake.....	123	Sharon Street, N. Y.....	66	Uptown S'tion (138th St.)	230
Remsen, N. Y.....	118	Shelburne, Vt.....	194	Utah.....	214-217
Rhinecliff, N. Y.....	30	Sheldon Springs, Vt.....	194	Utica, N. Y.....	85
Richfield Springs, N. Y.....	184-187	Sherman Park, N. Y.....	46	Utica to Rochester.....	85-85
Richmond, Vt.....	188	Sing Sing, N. Y.....	24	Vergennes, Vt.....	201
Rideau Lake Region....	188	Skaneateles Junction....	96	Victoria Park, N. Y.....	44
Ringville, N. Y.....	134	Skaneateles Lake.....	96	Wagner Palace Car Co....	237
Riverdale, N. Y.....	20	Sleeping Cars.....	232	Wassaic, N. Y.....	65
Rochester, N. Y.....	92	Somer's Centre, N. Y....	54	Waterbury, Vt.....	205
Rochester to Buffalo and		Split Rock.....	136	Waterloo, N. Y.....	98
Niagara Falls.....	101-111	St. Albans, Vt.....	194	Watkins Glen, N. Y.....	201
Rome, N. Y.....	87	St. Andrews, N. B.....	193	Westcott Express Co....	239
Rondout, N. Y.....	30	St. Clair Springs, Mich.	192	West Point, N. Y.....	26
Round Island Park, N. Y.	195	St. John, N. B.....	192	Whippleville, N. Y.....	134
Round Lake, N. Y.....	188	St. Johnsville, N. Y.....	86	Whiteface Mountain.....	131
Rouse's Point, N. Y.....	189	State Camp, N. Y.....	25	White Lake, N. Y.....	120
Rutland, Vt.....	189	Suspension Bridge, N. Y.	106	White Mountains, N. H.	305
Rye Beach, N. Y.....	45	Swanton, Vt.....	194	White Plains, N. Y.....	44
Sackett's Harbor, N. Y.	191	Syracuse, N. Y.....	88	Whitesboro, N. Y.....	86
Salisbury, Conn.....	167	Tarrytown, N. Y.....	23	Williams Bridge, N. Y....	41
Saranac Inn, N. Y.....	128	Thousand Islands.....	195-200	Williamstown, Mass.....	205
Saranac Lake, N. Y.....	130	Thousand Island Park....	196	Winooski, Vt.....	205
Saratoga Springs, N. Y.	189	Tonawanda, N. Y.....	104	Woodlawn, N. Y.....	42
Scarsdale, N. Y.....	44	Toronto, Ont.....	200	Yellowstone Park.....	217-221
Schenectady, N. Y.....	74	Townners, N. Y.....	56	Yonkers, N. Y.....	21
Schroon Lake, N. Y.....	137	Trenton Falls, N. Y.....	117-200	Yonkers Park, N. Y.....	44

ROUTES AND RATES.

Adams, Mass.....	260	Chapinville, Conn.....	273	Honnedaga, N. Y.....	253, 314
Adirondack Mountains,		Chautauque Lake, Ont....	290	Hopewell, N. Y.....	267
N. Y.....	251-259, 313-316	Chautauqua, N. Y.....	264	Horseshoe Pond, N. Y.	253, 314
Alburgh Springs, N. Y.	259, 260	Chautauqua Lake, N. Y.	264, 265	Hotel Algonquin, N. Y.	253, 310, 314
Alexandria Bay, N. Y.	295, 317	Cheshire, Mass.....	260	Hotel Ampersand, N. Y.	253, 310, 314
All Around Muskoka		Chester, N. Y.....	251	Hotel Champlain, N. Y.	260, 317
Lakes, Ont.....	272	Chicoutimi, P. Q.....	310, 311	Hotel Wawbeek, N. Y.	253, 314
Athens, Ont.....	290	Childwood Park House,		Hot Springs, Ark.....	320
Auburn, N. Y.....	287	N. Y.....	252, 313	Howe's Cave, N. Y.....	267
Ausable Chasm, N. Y.	251, 309	Childwood (Station),		Hudson, N. Y.....	266
Ausable Station, N. Y.	251	N. Y.....	251, 313	Hudson River Valley	
Bala, Ont.....	271	Chittanooga, N. Y.....	215	Points, N. Y.....	267
Baldwin, N. Y.....	269	Chittanooga F'ls, N. Y.	265	Hulett's Landing, N. Y.	270, 310
Ballston, N. Y.....	260	Chittanooga Springs,		Hydeville, Vt.....	268
Bangall, N. Y.....	267	N. Y.....	265	Ithaca, N. Y.....	268
Bar Harbor, Me.....	309, 310, 317	Circular Tours.....	300-309	Jamestown, N. Y.....	264, 265
Bennington, Vt.....	210	City of Mexico, Mex....	321	Kaatskill, N. Y.....	270, 310
Berkshire, Mass.....	260	Clarendon Springs, Vt.	265	Keene Valley, N. Y.....	253
Berkshire Hills, Mass..	260	Clayton, N. Y.....	295, 317	Kingston, Ont.....	268
Block Island, R. I.		Clinton Corners, N. Y.	267	La Grange, N. Y.....	267
(from Buffalo and		Colorado Points.....	320	Lake Bomoseen, Vt....	268
Niagara Falls).....	317	Colorado Springs, Col.	320	Lake Clear, N. Y.....	254, 314
Bloomington Village,		Coltsville, Mass.....	260	Lake Dunmore, Vt....	269
N. Y.....	251, 313	Columbia Spr'gs, N. Y.	266	Lake Edward, P. Q.....	269, 310
Blue Mountain Lake,		Cooperstown, N. Y.....	266	Lake George, N. Y.....	269, 270, 310, 318
N. Y.....	251, 313	Cottage City, Mass.		Lake Keuka, N. Y.....	270
Bluff Point, N. Y.....	260, 317	(from Buffalo or Ni-		Lake Luzerne (Had-	
Bolton, N. Y.....	270, 310	agara Falls).....	317	ley), N. Y.....	252
Boston, Mass. (from		Crosby, Ont.....	290	Lake Megantic, P. Q..	270
Buffalo or Niagara		Delta, Ont.....	290	Lake Minnewaska,	
Falls).....	317	Denver, Col.....	320	N. Y.....	270
Bracebridge, Ont.....	270	East Canaan, Conn....	273	Lake Mohonk, N. Y....	270
Brandon, Vt.....	269	Elizabethtown, N. Y..	252	Lake Muskoka, Ont....	270-272
Brockville, Ont.....	261	Elmira, N. Y.....	266	Lake Placid, N. Y.....	254, 314
Buffalo, rates from....	313, 319	Fabyan's, N. H.....	298, 299	Lake St. John, P. Q.	272, 310, 311
Burlington, Vt.....	261, 262	Forked Lake Carry,		Lakeville, Conn.....	273
Caldwell, N. Y.....	269, 318	N. Y.....	252	Lakewood, N. Y.....	265
Camp Watson, Vt.....	262	Fort Edward, N. Y.....	266	Lebanon Springs, N. Y.	272, 273
Canaan, Conn.....	273	Fourteen Mile Island,		Lily Dale, N. Y.....	262
Canastota, N. Y.....	286	N. Y.....	270, 310	Litchfield Hills, Conn.	273
Cape Vincent, N. Y....	295	Fulton Chain, N. Y....	252, 313	Long Point (Seneca	
Carleton Island, N. Y..	262	Glens Falls, N. Y.....	267	Lake), N. Y.....	293
Cassadaga Lake, N. Y.	262	Green Island (Saga-		Loon Lake (Station),	
Castleton, Vt.....	265	more Hotel), N. Y....	270, 310	N. Y.....	254, 315
Catskill Mts., N. Y....	263	Hadley (Luzerne), N. Y.	252	Loon Lake House, N. Y.	255, 315
Cayuga, N. Y.....	264	Ha Ha Bay, P. Q.....	310	Los Angeles, Cal.....	321
Cayuga Lake, N. Y....	264	Halifax, N. S.....	310		
Cazenovia, N. Y.....	264	Highgate Springs, Vt..	267		
Cazenovia Lake, N. Y.	264	Hinckley, N. Y.....	252, 313		

	PAGES.		PAGES.		PAGES.
Mackinac Island, Mich.	273	Parry Sound, Ont.	271, 272	Saranac Lake, N. Y.	253, 259, 316
Manchester, Vt.	274	Paul Smith's (Station), N. Y.	256, 315	Saranac Lake House, N. Y.	259, 312, 316
Maple Grove, Mass.	260	Paul Smith's Hotel, N. Y.	256, 315	Saranac Village, N. Y.	
Martha's Vineyard, Mass. (from Buffalo and Niagara Falls).	317	Pearl Point, N. Y.	270, 310	Saratoga Springs, N. Y.	291-293, 319
Massena Springs, N. Y.	274	Penn Yan, N. Y.	270	Schroon Lake, N. Y.	259
Mayville, N. Y.	264, 265	Pike's Peak, Col.	320	Seneca Lake, N. Y.	293
Mexico City, Mex.	321	Pine Plains, N. Y.	267	Shaker's Village, Mass.	260
Middlebury, Vt.	274	Pittsfield, Mass.	287, 288	Sharon, N. Y.	293
Millbrook, N. Y.	267	Plattsburgh, N. Y.	257, 288	Sharon Springs, N. Y.	293
Milton, Vt.	262	Pleasant Valley, N. Y.	267	Sheldon Springs, Vt.	293
Montpelier, Vt.	274	Port Cockburn, Ont.	271	Shelburne, Vt.	293
Montreal, P. Q.	274-277, 318	Port Kent, N. Y.	256	Skaneateles, N. Y.	294
Moore's Mills, N. Y.	267	Portland, Ont.	290	Stanfordville, N. Y.	267
Morristown Park, N. Y.	277	Portland, Ore.	321	State Line, Mass.	260
Mountain View, N. Y.	255, 315	Portsmouth, N. H.	311	State Line, N. Y.	273
Mount Desert, Me. (Bar Harbor).	309, 310, 317	Poughkeepsie, N. Y.	270, 288	Stissing, N. Y.	267
Mount Mansfield, Vt.	297	Poultney, Vt.	288	Swanton, Vt.	295
Mt. McGregor, N. Y.	311	Prescott, Ont.	289	St. Andrews, N. B.	312
Murray Bay, P. Q.	311	Profile House, N. H.	311	St. Albans, Vt.	294
Nantucket, Mass. (from Buffalo and Ni- agara Falls).	318	Prospect, N. Y.	257, 315	St. John, N. B.	312
Narragansett Pier, R.I. (from Buffalo and Ni- agara Falls).	318	Pueblo, Col.	320	St. John's, P. Q.	294
Newboro, Ont.	290	Quebec, P. Q.	280, 311	Tacoma, Wash.	321
Newburgh, N. Y.	278	Rainbow, N. Y.	257	Tadousac, P. Q.	311
Newport, R. I. (from Buffalo and Niagara Falls).	318	Rainbow Lake, N. Y.	257, 315	Thousand Isl's, N. Y.	295
Niagara Falls, N. Y.	278-284	Randolph, Vt.	289	Thousand Island Park, N. Y.	295
Niagara Falls, rates from.	313-319	Raquette Lake, N. Y.	257	Toronto, Ont.	296, 312, 319
Niagara-on-the-Lake, Ont.	284, 311	Rates from Buffalo and Niagara Falls.	313-319	Trenton Falls, N. Y.	296, 312
Norfolk, Conn.	273	Richfield Springs, N. Y.	290, 311, 319	Trout Pavilion, N. Y.	270, 310
North Adams, Mass.	284, 295	Richmond, Mass.	260	Tupper Lake Junction, N. Y.	259, 316
North Creek, N. Y.	255	Richmond, Vt.	290	Verbank, N. Y.	267
North River, N. Y.	256	Rideau Lake, Ont.	290	Vergennes, Vt.	296
Norwood, N. Y.	285	Riverside, N. Y.	257	Waterbury, Vt.	297
Ogdensburg, N. Y.	285	Riviere Du Loup, P. Q.	311	Watch Hill, R. I. (from Buffalo and Niagara Falls).	319
Old Orchard Beach, Me. (from Buffalo and Niagara Falls).	319	Roberval, P. Q.	272, 310, 311	Watkins Glen, N. Y.	296, 297, 312, 319
Oneida, N. Y.	286	Rosseau, Ont.	271	Wawbeek Lodge, N. Y.	
Oneida Lake, N. Y.	286	Round Island, N. Y.	295	West Norfolk, Conn.	273
Ontario Beach, N. Y.	286	Round Lake, N. Y.	291	West Point, N. Y.	298
Ore Hill, Conn.	273	Rouse's Point, N. Y.	291	Westport, Ont.	290
Oswego, N. Y.	286	Rustic Lodge, N. Y.	257, 315	Westport, N. Y.	259
Ottawa, Ont.	286, 287	Rutland, Vt.	291	West Winsted, Conn.	273
Owasco Lake, N. Y.	287	Sackett's Harbor, N. Y.	291	White Lake, N. Y.	250, 316
Pacific Coast Points.	321	Sagamore Hotel, N. Y.	270, 310	White Mountains, N. H.	298, 299
		Salisbury, Conn.	273	Williamstown, Mass.	299
		Salt Point, N. Y.	267	Willow Brook	267
		San Diego, Cal.	321	Wilmington, Vt.	299
		San Francisco, Cal.	321	Winooski, Vt.	299
		Saranac Club, N. Y.	258, 316	Winsted, Conn.	273
		Saranac Inn (Station).	258, 316		
		Saranac Inn (Hotel), N. Y.	258, 316		

ILLUSTRATIONS.

ADIRONDACK VIEWS.		Albany, Helderberg Mountains.	73
A Good Day	lvix	Amboy, Old Mill and Dam.	lxxxv
An Adirondack Carry.	xli	Amsterdam, Old Fort Johnson.	75
Avalanche Lake.	115	Amsterdam, Residence of Sir Guy John- son.	75
Bog River Falls.	127	Amsterdam, Mohawk River.	76
Cedar Island Camp.	119	André's Capture.	23
Charcoal Burning.	xxxv	André's Monument.	24
John Brown's Grave.	131	Antler's, Raquette Lake.	121
Lake Massawepie.	124	Auburn Road, near Camillus.	97
Lower Ausable Lake.	113	Ausable Lake, Adirondacks.	113
Night Scene.	lxxx	Avalanche Lake, Adirondacks.	115
Piercefield Falls.	126	Bash-Bish Falls, Copake.	69
Raquette Lake.	122	Bash-Bish Falls, Old Mill.	70
Raquette River Rapids.	125	Batavia, Morgan Monument.	101
Saranac Lake.	128	Battle Mountain, Colorado.	211
Saranac Lake Drive.	129	Beach of Singing Sands, L'ke Champlain	159
Saranac Lake from Islands.	130	Beverly Dock, Garrison.	26
Saranac Lake — Snowshoeing.	xliv	Blasted Oak, Mt. Riga.	68
Schroon Lake.	137	Bog River Falls, Adirondacks.	127
Shore of Meacham Lake.	132	Bridge on Palenville Road.	xlvi
The Antlers.	121	Bronx Park, Artist's Mill.	43
Akin, The Auriesville Shrine.	74	Bronx Park, Lorillard House.	40
Albany, City of.	35		

	PAGES.
Bronx Park, Lydig House.....	39
Bronx River.....	v
Bronx River Falls.....	38
Buffalo, City and County Hall.....	104
Buffalo, Oak Orchard Creek.....	102
Buffalo, Oak Orchard Creek.....	103
Buffalo, Soldiers' Monument.....	102
Buffalo, The Front.....	16
Buffet Car.....	233
Bulwagga Bay, Lake Champlain.....	viii
CATSKILL MOUNTAIN VIEWS.	
Bridge on Palenville Road.....	xlvi
Catskill Creek.....	148
Cottage on Palenville Road.....	liii
Kaaterskill Falls.....	147
Mountain Toll Gate.....	30
Niobe Falls.....	xxix
Otis Elevating Railway.....	32
Stony Clove Road.....	144
Summit of Mount Kaaterskill.....	145
Camillus, Creek near.....	97
Canaan, Conn., Elm Tree.....	165
Canajoharie, Fort Rensselaer.....	80
Canandaigua Lake.....	100
Cantilever Bridge, Niagara Falls.....	107
Cayuga Lake.....	150
Cazenovia Lake.....	151
Cedar Island Camp, Adirondacks.....	119
Charcoal Burning, Adirondacks.....	xxxv
CHAUTAUQUA LAKE.	
Rustic Bridge.....	152
Model of Jerusalem.....	153
Model of Palestine.....	154
The Lake.....	lxxiv
Chestertown, Woodland Stream.....	84
City and County Hall, Buffalo.....	104
Cochrane House, Fort Plain.....	81
Compartment Car.....	235
Copake, Bash-Bish Falls.....	69
Copake, Old Mill.....	70
Cornell University, Ithaca.....	xxxii
Croton Aqueduct, Sing Sing.....	25
Denizens of the District.....	xxiii
Depew Cascade, near Lewiston.....	179
Depew Homestead, Peekskill.....	24
Depew, New York Central Shops.....	105
Dining Car.....	237
Dover Plains, The Wells.....	63
Dover Plains, Old Stone Church.....	64
Drawing-Room Car.....	236
Dutcher House, Pawling.....	59
Dutcher Residence, Pawling.....	58
Ehle House, Fort Plain.....	81
Elm Tree, Canaan, Conn.....	165
Eric Canal, Syracuse.....	88
EQUIPMENT.	
Buffet Car.....	233
Compartment Car.....	235
Dining Car.....	237
Drawing-Room Car.....	236
Engine.....	231
New York Central Car Shops.....	105
Observation Car.....	239
Private Car.....	240
Sleeping Car.....	234
Standard Passenger Coach.....	238
Wagner Palace Car Shops.....	237
Farragut Statue, New York City.....	46
Fishkill, Wharton House.....	28
Five Harlem Valley Farmers.....	48
Fort Hunter, Queen Anne's Rectory.....	79
Fort Johnson, Amsterdam.....	75
Fort Plain, Bird's-eye View.....	82
Fort Plain, Cochrane House.....	81
Fort Plain, Ehle House.....	81
Fort Plain, Old Palatine Church.....	81
Fort Rensselaer.....	80
Four Tracks, 99th St., New York City.....	12
Four Tracks, 116th St., New York City.....	13
Four Tracks, Warner's.....	91
Garibaldi Statue, New York City.....	50
Garrison, Beverly Dock.....	26
Gen. Herkimer's Headquarters.....	83

	PAGES.
Genesee Falls, Rochester.....	94
Geneva, Rocky Run.....	99
Golden Gate, Yellowstone Park.....	220
Grand Central Station.....	228
Grand Central Station.....	ii
Harlem Valley Farmers.....	48
Haystack Mountain.....	167
Helderberg Mountains.....	73
Herkimer's Headquarters.....	83
Hermitage, Lake George.....	xvii
High Bridge.....	19
High Bridge.....	xxvi
Hotel Champlain, Bluff Point.....	141
Hotel Del Coronado.....	207
Hotel Del Monte.....	208
HUDSON RIVER VIEWS.	
At Spuyten Duyvil.....	xxxviii
From Palisades.....	17
Highlands.....	28
Limited Train Passing Highlands.....	18
Near Troy, N. Y.....	14
Near West Point.....	27
Irrington, Entrance to Sunnyside.....	23
Irrington, Sunnyside.....	22
Ithaca, Cornell University.....	xxxii
JAPAN.	
Grand Canal, Osaca.....	225
Great Gate — Nikko.....	224
Jinkrikisha.....	223
Landing Wharf, Yokohama.....	222
Mountain Chair.....	223
Nagasaki.....	226
Kaaterskill Falls.....	147
Kaaterskill Mountain.....	145
Kingston, Ont., City and Harbor.....	lxviii
Lafayette Statue, New York City.....	25
Lake Champlain, Beach.....	159
Lake Champlain, Bulwagga Bay.....	viii
Lake George, The Hermitage.....	xvii
Lake George, Paradise Bay.....	160
Lake George, Roger's Rock.....	161
Lake Mahopac.....	49
Lake Mahopac.....	51
Lake Mahopac, Dean House.....	54
Lake Mahopac, Forest House.....	52
Lake Mahopac, Thompson's Hotel.....	53
Lake Minnewaska.....	162
Lake Mohonk.....	163
Lake Placid.....	lxxxiii
Lime Rock, Conn., Litchfield Hills.....	166
Limited Train Passing Highlands.....	18
Lincoln Statue, New York City.....	67
Little Falls, Gen. Herkimer's Head-quarters.....	83
Little Falls, Mohawk Valley.....	82
Little Falls, Profile Rock.....	83
Lockport Station.....	106
Lyon Mountain.....	xxxv
Massawepie Lake, Adirondacks.....	124
Meacham Lake, Adirondacks.....	132
Medina Railroad Bridge.....	105
Millbrook Inn.....	172
Millbrook, Tyrell Lake.....	171
Minnehaha Falls, Watkins Glen.....	202
Mohawk River, Amsterdam.....	76
Mohawk Valley.....	79
Mohawk Valley.....	82
Morgan Monument, Batavia.....	101
Mormon Hill, Palmyra.....	92
Morrisania Station.....	36
Mountain Toll-Gate, Catskills.....	30
Mount Kaaterskill.....	145
Mount Kisco.....	47
Mount Riga, Blasted Oak.....	68
NEW YORK CITY VIEWS.	
Farragut Statue.....	46
Four Tracks, 99th Street.....	12
Four Tracks, 116th Street.....	13
Garibaldi Statue.....	50
Grand Central Station.....	228
Grand Central Station.....	ii
High Bridge.....	19
High Bridge.....	xxvi

	PAGES.		PAGES.
Lafayette Statue.....	25	Schoharie Creek, Tribes Hill, N. Y.....	78
Lincoln Statue.....	67	Schroon Lake, Adirondacks.....	137
Obelisk.....	31	Seneca Creek, Weedsport, N. Y.....	91
138th Street Station.....	230	Seneca River, Weedsport, N. Y.....	93
Seward Statue.....	20	Seward Statue, New York City.....	20
Shakespeare Statue.....	65	Shakespeare Statue, New York City.....	65
Statue of Liberty.....	15	Sharon Street, Conn.....	66
Washington Bridge.....	20	Shrine, Akin, N. Y.....	74
Washington Monument.....	44	Signal and Switch Tower.....	21
Worth Monument.....	42	Sing Sing, Croton Aqueduct.....	25
New York Central Shops, Depew.....	105	Skaneateles Lake, N. Y.....	96
Niobe Falls, Catskills.....	xxix	Sleeping Car.....	234
Norfolk, Conn., Haystack Mountain.....	167	Snowshoeing, Saranac Lake.....	xliv
NIAGARA FALLS VIEWS.		Soldiers' Monument, Buffalo.....	102
Cantilever Bridge.....	107	Soldiers' Monument, Troy, N. Y.....	34
Depew Cascade.....	179	Soldiers' Monument, Utica, N. Y.....	85
From Prospect Point.....	lvi	Soldiers' Monument, White Plains, N. Y.....	45
General View.....	111	Soldiers' Monument, Yonkers, N. Y.....	22
Gorge.....	1	South Dover Brook, N. Y.....	61
In Winter.....	108	South Dover, N. Y., Harlem R. R.....	62
In Winter.....	173-174	Spuytgen Duyvil, N. Y.....	xxxviii
Prospect Point.....	2	St. Joseph's Seminary, Troy, N. Y.....	33
Rock of Ages.....	175	St. Lawrence Sail Boats.....	198
Terrapin Rock.....	177	St. Lawrence River Boatmen.....	199
Three Sisters Islands.....	176	St. Michael's Tower, Buffalo, N. Y.....	lxxxiv
Tunnel.....	110	Standard Passenger Coach.....	238
Whirlpool and Rapids.....	178	State Camp, Peekskill, N. Y.....	xiv
Oak Orchard Creek, Buffalo.....	102	Station at Lockport.....	106
Oak Orchard Creek, Buffalo.....	103	Station at Morrisania.....	36
Obelisk, Central Park.....	31	Station at Riverdale.....	19
Observation Car.....	239	Station at Tremont.....	37
Old Faithful Geyser.....	218	Statue of Liberty, New York Harbor.....	15
Old Mill, Bash-Bish Falls.....	70	Steamer St. Lawrence.....	197
Old Stone Church, Dover Plains.....	64	Stone Arch, Phelps, N. Y.....	98
Oneida River.....	87	Stony Clove Road, Catskill Mountains.....	144
Oriskany Battle Monument.....	86	Sunnyside, Home of Washington Irving.....	22
Otis Elevating Railway.....	32	Sunnyside, Home of Washington Irving.....	23
Otego Lake.....	155	Syracuse, Erie Canal.....	88
PAWLING VIEWS.		Syracuse Salt Works.....	89
Dutcher House.....	59	Syracuse Salt Works.....	90
Dutcher Residence.....	58	Tarrytown, André's Monument.....	23
Street Scene.....	60	Tarrytown, Capture of André.....	24
Quaker Hill.....	57	Taughannock Falls, Cayuga Lake.....	150
Palatine Bridge.....	77	Thousand Islands.....	196
Palatine Church and Parsonage.....	77	Tremont Station.....	37
Palenville Road, Bridge, Catskills.....	xlvii	Tribes Hill, N. Y., Schoharie Creek.....	78
Palenville Road, Cottage, Catskills.....	liii	TROY, N. Y., VIEWS.	
Palisades, from Dobbs Ferry.....	lxxxviii	Arm of Hudson River.....	14
Palisades, from Spuyten Duyvil.....	17	Oakwood Cemetery.....	lxxxiii
Palisades, Hudson River.....	xxxviii	St. Joseph's Seminary.....	33
Palmyra, Mormon Hill.....	92	Soldiers' Monument.....	34
Paradise Bay, Lake George.....	160	Tyrrell Lake, Millbrook, N. Y.....	171
Passenger Engine.....	231	Uptown Station, 138th St., New York.....	230
Peekskill, Depew Homestead.....	24	Utah.....	215
Peekskill, State Camp.....	xiv	Utah, Salt Lake City.....	216
Phelps, Stone Arch.....	98	Utica, N. Y., Soldiers' Monument.....	85
Philipse Manor House, Yonkers.....	22	Vassar College, Poughkeepsie, N. Y.....	29
Piercefield Falls, Adirondacks.....	126	Wagner Palace Car Shops, Buffalo.....	237
Pike's Peak, Colorado.....	213	Warner's — Four Tracks.....	91
Poughkeepsie Bridge.....	lxxvii	Washington Bridge, New York.....	20
Poughkeepsie, Vassar College.....	29	Washington Monument, New York.....	44
Private Car.....	240	Washington Irving's Home, Sunnyside.....	22
Profile Rock, Erie Canal.....	83	Washington Irving's Home, Entrance to.....	23
Quaker Hill, Pawling.....	57	Water Tank, Savannah.....	95
Quebec, City of.....	183	Watkins Glen, Minnehaha Falls.....	202
Queen Anne's Rectory, Fort Hunter.....	79	Watkins Glen, Rainbow Falls.....	203
Rainbow Falls, Watkins Glen.....	203	Weedsport, N. Y., Seneca Creek.....	91
Raquette Lake, Adirondacks.....	122	Weedsport, N. Y., Seneca River.....	93
Raquette River Rapids.....	125	Wells, Dover Plains, N. Y.....	63
RICHFIELD SPRINGS VIEWS.		West Point, Hudson River.....	27
Canadarago Lake.....	186	West Point, Spring.....	27
New Bathing Establishment.....	185	Wharton House, Fishkill, N. Y.....	28
Spring House.....	188	Whirlpool and Rapids, Niagara Falls.....	178
Tennis Court.....	187	White Plains, Soldiers' Monument.....	45
Riverdale Station.....	19	Woodland Stream, Chestertown, N. Y.....	84
Rounding the Nose.....	lxxxvi	Worth Monument, New York.....	42
Salt Lake City, Utah.....	216	Would I Were a Boy Again.....	xx
Saranac Drive.....	128	Yonkers, Philipse Manor House.....	22
Saranac Lake.....	129	Yonkers, Signal and Switch Tower.....	21
Saranac Lake from Islands.....	130	Yonkers, Soldiers' Monument.....	22
Saratoga Battle Monument.....	191	Yellowstone Park Falls.....	219
Saratoga Hotel Life.....	190	Yellowstone Park Geyser.....	218
Savannah, Water Tank.....	95	Yellowstone Park, Golden Gate.....	220

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ADVERTISEMENT.

	PAGES.		PAGES.
Adirondack & St. Lawrence Line.....	xlv	Nathan Manufacturing Co.....	lxxxii
American Railway Supply Co.....	lxiv	New York Central's Books.....	c
Ashland House, New York.....	xxix	New York Central Iron Works.....	lii
Auditorium Hotel, Chicago.....	lxxxvi	Niagara Gorge Observation Trains.....	li
Beethoven Piano Co.....	xlix	Niagara Navigation Co.....	xlvii
Bell, Lewis & Yates Coal Co.....	xlii	Ocean Steamship Co.....	xxxix
Broadway Central Hotel, New York.....	xxx	Otis Steel Co.....	xcv
Brown-Palace Hotel, Denver.....	vii	Park Avenue Hotel, New York.....	lii
Buffalo Car Manufacturing Co.....	xlvi	Park Hotel, Hot Springs, Ark.....	xxxiv
Canadian Souvenir Books.....	xxviii	Paul Smith's Hotel, Adirondacks.....	xxxiv
Carlyon Arms Hotel, White Plains, N. Y.....	xxix	People's Line Steamers.....	lxxxii
Catacraft House, Niagara Falls.....	xix	Pintsch Gas Lighting.....	ci
Champlain Transportation Co.....	lviii	Plaza Hotel, New York.....	lxxxix
Chicago, Rock Island & Pacific R. R.....	lxx	Pratt & Letchworth, Buffalo, N. Y.....	xcix
Childwold Park House.....	lvix	Prospect House, Niagara Falls.....	v
Clifton House, Niagara Falls.....	xi	Prosser & Son, Wheels.....	lxi
Congress Hall, Saratoga.....	iv	Puck.....	lxvii
Cook's Tours.....	xli	Rand, McNally & Co.....	xciv
Consolidated Car Heating Co.....	xciv	Recorder, New York.....	lxxxviii
Continuous Rail Joint Co.....	xlvi	Richelieu & Ontario Navigation Co.....	xl
Daily News, New York.....	lxxxii	Rochester Optical Co.....	lxxxix
Delaware & Hudson Railroad.....	ix	Rome, Watertown & Ogdensburg R. R.....	lvii
Delevan House, Albany.....	xxi	Royal Lamps.....	xxxv
Evening World, New York.....	xlii	Rushton Boats, Canton, N. Y.....	lxxxviii
Fairbanks, Morse & Co.....	xlvi	Safety Car Heating & Lighting Co.....	ci
Four-Track Series.....	c	Sagamore Hotel, Lake George.....	xviii
Frank Leslie's Illustrated.....	xxxvi	Sanderson Bros. Steel Co.....	lxxxvii
Galena Oil Works.....	lxxxiv	Sarsaparilla, Dr. Townsend's.....	xxxviii
Gaze & Sons, Tourists.....	lxv	Schenectady Locomotive Works.....	lxix
Gilbert Car Manufacturing Co., Troy.....	lx	Schenectady Locomotive Works.....	ci
Gilbert Car Manufacturing Co., Troy.....	ci	Scribner's.....	xc
Gilsey House, New York.....	vi	Sea Beach Hotel, California.....	lxxi
Glen Mountain House, Watkins Glen.....	xcvi	Seneca Lake Steam Navigation Co.....	lii
Grand Union Hotel, New York.....	xxiv	Sharon Iron Co.....	xlvi
Grand Union Hotel, Saratoga.....	xv	Sherman Park, New York.....	xxxiv
Hale & Kilburn Manufacturing Co.....	lxxxvii	Sibley's Oil Works.....	lxxxvii
Harper & Brothers.....	xxxiii	Spring House, Richfield Springs.....	xxiii
Holland House, New York.....	xxii	Stanwix Hall, Albany.....	xvii
Hoosac Tunnel Route.....	lviii	Sternbergh & Son, Reading, Pa.....	lxv
Hotel Ampersand, Adirondacks.....	x	Surbrug's Smoker's Specialties.....	liv
Hotel Athenæum, Chautauqua Lake.....	lxxv	Syracuse Tube Co.....	xxvii
Hotel Champlain, Bluff Point, N. Y.....	ix	The Tourist.....	lxxxviii
Hotel Iroquois, Buffalo, N. Y.....	xii	Thousand Island Steamboat Co.....	lxix
Hotel Kaaterskill, Catskill Mountains.....	xxv	Times, New York.....	xciii
Hotel Kenmore, Albany, N. Y.....	xvii	Town Topics.....	lxxxii
Hotel Metropole, Denver, Col.....	vii	Ulster & Delaware Railroad.....	lxxxvii
Hudson River Day Line.....	cii	Union Pacific Railway.....	lxvi
Illinois Central Railroad.....	lxiv	United States Hotel, Boston.....	xxxi
John's Asbestos Paint.....	xxxix	United States Hotel, Saratoga.....	xlii
Johnson, Clothing, Albany, N. Y.....	liii	Vanderbilt & Hopkins.....	xcv
Judge, New York.....	lxxxvii	Wagner Palace Car Co.....	i
Kensington Hotel, Saratoga.....	xcvi	Wagner Palace Car Co.....	ci
Kingsford's Starch.....	xxxix	Wallace & Co., Iron and Steel, New York.....	xi
Lackawanna Iron & Steel Co.....	lxiv	Westcott Express Co.....	xcv
London, Chatham & Dover Railway.....	xc	Windsor Hotel, Montreal.....	xcvii
Manitou Mineral Water.....	xlvi	World, New York.....	xliii
Manitou Mineral Water.....	lv	Wynkoop & Hallenbeck.....	lxxxv
Matthews-Northrup Co.....	lxxxvi	Yates Hotel, Syracuse.....	lxxxiii
Murray Hill Hotel, New York.....	lxxxix	Yawman & Erbe, Rochester.....	xc

RAILROAD AND STEAMSHIP LINES.

	PAGES.		PAGES.
Adirondack & St. Lawrence Line.....	xlvi	People's Line Steamers.....	lxii
Champlain Transportation Co.....	lviii	Richelieu & Ontario Navigation Co.....	xl
Chicago, Rock Island & Pacific R. R.....	lxx	R. W. & O. R. R.....	lvii
Delaware & Hudson R. R.....	ix	Savannah Line to Florida.....	xxxix
Hoosac Tunnel Route.....	lviii	Seneca Lake Steamers.....	lii
Hudson River Line Steamers.....	cii	Thousand Islands Steamboat Co.....	lxix
Illinois Central Railroad.....	lxiv	Ulster & Delaware R. R.....	lxxxvii
London, Chatham & Dover R'y.....	xc	Union Pacific R'y.....	lxvi
Niagara Navigation Co.....	xlvi	Wagner Palace Car Co.....	i—ci
Ocean Steamship Co.....	xxxix		

STEAMBOAT AND STAGE LINES.

Adirondack Stage and Steamer Lines.....	242-244	Richelieu & Ontario Nav. Co. (Clayton and Montreal Line).....	245
Cayuga Lake Transportation Co.....	244	Richelieu & Ontario Nav. Co. (Montreal & Quebec Line).....	246
Champlain Transportation Co.....	244	Richelieu & Ontario Nav. Co. (Saguenay Line).....	246
Canandaigua Lake Steamboat Co.....	244	Saguenay Route Steamers.....	246
Chautauqua Steamboat Co.....	244	Seneca Lake Steam Nav. Co.....	246
Crooked Lake (Lake Keuka) Nav. Co.....	245	Skaneateles Steamboat and Transportation Co.....	246
Lake Keuka Nav. Co.....	245	St. Lawrence River Steamboat Co.....	246
Lake George Steamboat Co.....	245	Thousand Island Co.....	246
Niagara Navigation Co. (Limited).....	245		
Otsego Lake Steamboat and Tally-ho Line.....	245		
Owasco Lake Steamers.....	245		

MISCELLANEOUS.

Adirondack & St. Lawrence Line, Stage and Steamer Connections.....	241	Hotels and Boarding Houses.....	324-347
Advertisements.....	i—cii	Private Cars for Charter.....	350-351
Boarding Houses, Hotels, etc.....	324-347	Routes and Rates.....	251-323
Circular Tours' Tickets.....	300-312	School Ticket Rates.....	322-323
Commutation Ticket Rates.....	322-326	Steamboat and Stage Lines.....	241-246
Comparative Time and Distance Table.....	348-349	Stop-over Privileges.....	249-250
Fifty-ride Family Ticket Rates.....	322-323	Ticket Agents.....	247
		Tourists' Tickets, sale and use of.....	248

MAPS.

Map of New York Central & Hudson River Railroad and Connections.....	Opposite.
Map of Richelieu & Ontario Nav. Co. — between Kingston and Montreal.....	"
Map of Richelieu & Ontario Nav. Co. — between Quebec and Saguenay River.....	"



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NEW YORK CENTRAL HUDSON RIVER R.R.

THE GREAT TOURIST ROUTE OF AMERICA.

"To breathe the glory of the taintless air
With pleasurable pantings of the blood,
To wander over sweetly smelling fields ;
To lie upon the heathery slopes and dream —
To dream, to plan, to picture."

—Robert Buchanan.



THE MAIN LINE of the New York Central & Hudson River Railroad extends from New York City to Buffalo, 440 miles, traversing the eastern and middle portions of the Empire State from the Atlantic Ocean to Lake Erie. It is the only railroad, terminating at the harbor of New York, which reaches the Great Lakes over the territory of a single State, and is the only one having stations on Manhattan Island, or whose rails reach the waters of Long Island Sound.

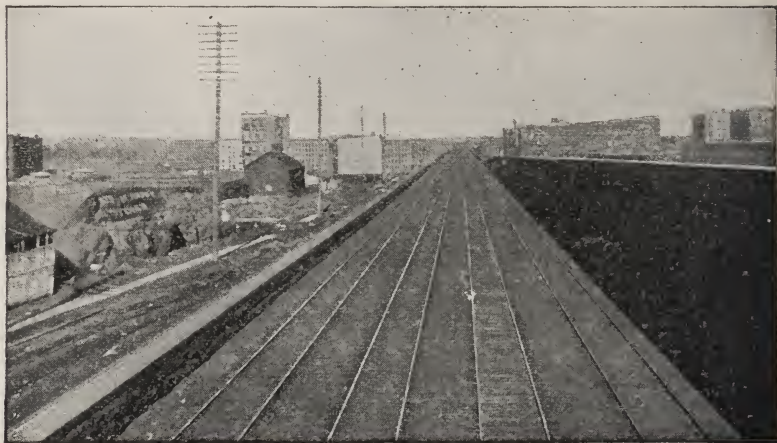
So much has already been said about the peculiarities of the Hudson Division, that to detail them here would be superfluous. Leaving Grand Central Station, in the center of the City of New York, it passes over the most perfect urban tracks in America, crosses the Harlem River on an iron bridge, follows that

stream and Spuyten Duyvil Creek, which forms the northern boundary of Manhattan Island, until it reaches the Hudson, where it joins the original tracks,

extending along the river's bank to the heart of the business portion of the city, now used for freight trains and for local passenger travel south of Spuyten Duyvil.

Having escaped from the boundaries of the metropolis at Yonkers, it hugs closely the eastern shore of the American Rhine—through tunnels, piercing mountains, and over bridges spanning numerous streams—past cities, towns and villages, many of them celebrated over more than one continent—never practically deviating from the dead level of tide flow along its margin, until it crosses the mighty river and enters the capital of the State, 142 miles from its point of departure. In addition to a double track throughout, the Hudson River Division has about 35 miles of third track and 105 miles of sidings.

Ferry connections are made at Tarrytown to Nyack ; at Garrison to West Point ; at Fishkill to Newburg ; at Rhinecliff to Kingston, and to the Ulster & Delaware Railroad through the Catskills ; and at Catskill Station to the village of Catskill, where connections are made with the Catskill Mountain Railroad and



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ON THE NEW YORK CENTRAL, LOOKING NORTH FROM 99TH STREET.

the new Otis Elevating Railway for Catskill Mountain resorts. At Dutchess Junction connections are made with the Newburgh, Dutchess & Connecticut Railroad ; at Poughkeepsie, with the New York & Massachusetts Railroad ; at Rhinecliff, with the Philadelphia, Reading & New England Railroad ; at Hudson, with the Hudson and Chatham Branch of the Boston & Albany Railroad, and with the Kinderhook & Hudson Railroad ; at Albany, with the Boston & Albany Railroad ; and at Troy, six miles above Albany, with the Hoosac Tunnel Route into Massachusetts. Connections are also made at Troy with the lines to Montreal and Canada ; to Saratoga ; to the Adirondacks and through Vermont and New Hampshire, to the White Mountains.

At Albany the line turns almost due west, and follows the natural route of communication between the Hudson and Lake Erie. The only heavy grade,



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ON THE NEW YORK CENTRAL, LOOKING NORTH FROM 116TH STREET.

and that insignificant when compared with those on other lines, occurs between Albany and Schenectady, where the Mohawk and Hudson found it necessary to commence operations with inclined planes, but this is soon overcome, and the valley of the Mohawk is reached at Schenectady, this beautiful river being followed for 92 miles to near the city of Rome.

At Herkimer, 81 miles west of Albany, connections are made with the new Adirondack & St. Lawrence Line which runs north to Trenton Falls and up through the heart of the Adirondack wilderness, rendering easily accessible all the famous resorts of this region and affording a direct through-car route in connection with the New York Central to Montreal and Ottawa.

Fourteen miles beyond Herkimer is Utica, where connections are made with the Rome, Watertown & Ogdensburg Railroad for Thousand Islands and Adirondack resorts, also with the Delaware, Lackawanna & Western Railroad for Richfield Springs, Norwich and Binghamton.

We touch the waters of Oneida Lake at Canastota, and at Syracuse, 38 miles further, Onondaga Lake is reached.

Both of these lakes are drained into Lake Ontario by the Oswego River.

Skirting the Seneca River and its tributaries, which drain Seneca, Cayuga, Owasco and Skaneateles Lakes into the Oswego River, the line reaches Rochester, on the Genesee River, near Lake Ontario, 81 miles from Syracuse. The mountain range, which bars the continent from near the Canadian border down to the waters of the Gulf of Mexico, and which is such a serious barrier to every other line of railroad connecting the Atlantic seaboard with the Mississippi Valley, is imperceptibly passed at Little Falls Station, midway between Albany and Syracuse, where the Mohawk flows through a natural break in the chain. From Rochester the main line runs direct to Buffalo, 69 miles distant, while a second line runs, by way of Lockport, to Niagara Falls and Suspension Bridge,

connecting there with the Canada railroads, and thence to Buffalo. Between Albany and Buffalo there are four tracks on the main line, and most of the branches have double tracks.

At Buffalo the New York Central & Hudson River Railroad unites with the Lake Shore & Michigan Southern, which runs through Pennsylvania, Ohio and Indiana, with branches penetrating all portions of Central and Southern Michigan, to Chicago, Illinois. At Cleveland, the Lake Shore line connects with the Cleveland, Cincinnati, Chicago & St. Louis Railway, "Big Four Route," reaching all the cities named, and, by connections, every portion of the Mississippi Valley. At Dunkirk, the Dunkirk, Allegheny Valley & Pittsburg Railroad, one of the lines leased by the New York Central & Hudson River Railroad Company, connects with the Lake Shore.

Connections are also made at Buffalo with the Michigan Central Railroad—which traverses the Dominion of Canada for 226 miles; crosses into the State of Michigan at Detroit; extends northward to the Straits of Mackinac which unite



AN ARM OF THE HUDSON RIVER, NEAR TROY, N. Y.

lakes Huron and Michigan ; throws out branches to Toledo, in Ohio, and to most of the important towns in Michigan, and continues on to Chicago and Joliet, in Illinois.

Minor branch lines of the New York Central & Hudson River Railroad Company are intersected between Albany and Buffalo as follows ; Geneva to Lyons, connecting the Auburn and the main lines ; Rochester to Charlotte, on Lake Ontario ; Canandaigua to Buffalo, via Batavia ; Rochester to Canandaigua, connecting with the Northern Central Railroad of the Pennsylvania System ; Batavia to Attica ; Lockport to Tonawanda, and Suspension Bridge to Lewiston, a port on Lake Ontario.

The Harlem Division extends from New York to Chatham, a distance of 127 miles, traversing a section of great natural beauty and rich in opportunities for development. Possessing a superb road-bed and ample train service, the Harlem Division is attracting a very desirable element to locate in the thriving towns and villages located in Westchester County within from 15 to 50 minutes of Grand Central Station. It is also the direct line to Lake Mahopac, the Litchfield and Berkshire Hills, and during the season runs fast special trains with Drawing-Room and Buffet Cars through without change.

The New York Central has recently leased the Rome, Watertown & Ogdensburg Railroad, which reaches directly and by its own lines all of the Summer pleasure resorts in Northern New York, the Western and Northwestern Adirondacks and along the St. Lawrence River, and by its direct and immediate connections furnishes the shortest and most desirable route to the Lower St. Lawrence, the Saguenay, the White Mountains, the sea-shore resorts of New England, and the Maritime Provinces. The main line of the Rome, Watertown & Ogdensburg Railroad extends from Niagara Falls to Massena Springs, 301 miles, skirting the south shore of Lake Ontario and penetrating the finest farming section of the State. Important branches of the R., W. & O. extend from Utica, connecting with the main line of the New York Central, to Clayton, 109 miles, and to Ogdensburg, 134 miles ; from Richland, the converging point of the R., W. & O. System, to Rome, 41 miles, where connections are also made with the New



STATUE OF LIBERTY.



THE FRONT, BUFFALO.

York Central ; from Syracuse to Oswego (the Phoenix Line), 36 miles. Minor branches extend from Lewiston Junction to Lewiston, 4 miles ; Syracuse to Sandy Creek, 44 miles ; Watertown Junction to Cape Vincent, 24 miles ; DeKalb Junction to Ogdensburg, 19 miles ; Rochester to Windsor Beach, 7 miles ; Carthage to Sackett's Harbor, 30 miles ; and Clayton to Theresa Junction, 16 miles.

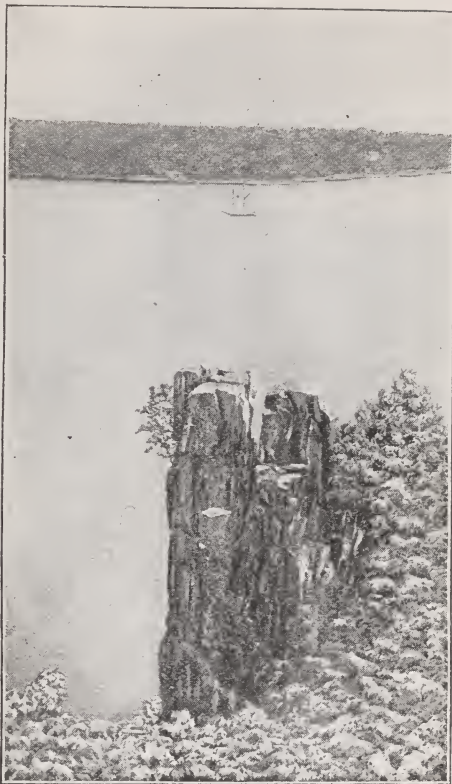
ITS WONDERFULLY VARIED SCENERY.



THE SCENERY of the New York Central & Hudson River Railroad is beautiful in the extreme, and as varied as one could wish for, its wide range of views including practically the entire length of the peerless Hudson, showing the river in all its many phases, from the battle-mented cliffs of the Palisades to the serene glory of the Highlands; unfolding the charming scenes of the lovely valleys of the Mohawk and the Genesee, and the fertile agricultural region of Western New York, terminating at Niagara Falls, the grandest and most wonderful natural object known to man.

Brooklyn's great preacher, the Rev. T. DeWitt Talmage, in the course of a sermon delivered in the Brooklyn Tabernacle, describes his impressions of a recent trip over the New York Central in the following graphic language:

"When last Thursday the Empire State Express, the swiftest train on earth, pulled out from Grand Central Station for Buffalo, we started on a wondrous journey. The autumnal forests were in a blaze of splendor. Four hundred and forty miles of pageant! Let artists stand back when God stretches His canvas. Along by the Hudson, and up and down the sides of the great hills, there was an indescribable mingling of gold and orange and crimson and saffron, now sobering into drab and maroon, now flaming up into solferino and scarlet. Here and there the trees looked as if their tips had blossomed into fire. In the morning light the forests seemed as if they had been transfigured, and in the evening hour they looked as if the sunset had burst and dropped upon the leaves. In more sequestered spots, where



ON THE HUDSON RIVER, FROM THE PALISADES.

the frosts had been hindered in their work, we saw the first kindling of the flames of color in a lowly sprig; then they rushed up from branch to branch until the glory of the Lord submerged the forest. Here you would find a tree just making up its mind to change, and there one looked as if, wounded at every pore, it stood bathed in carnage. Along the banks of the Mohawk there were hills over which there seemed pouring cataracts of fire, tossed up and down and every whither by the rocks. The most beautiful sight I ever witnessed was along the Mohawk Valley. Through some of the ravines we saw occasionally a foaming stream, as though it were rushing to put out the conflagration. Even the humble bush, like the bush that Moses saw, was 'burning, but not consumed.' If at one end of the woods a commanding tree would set up its crimson banner, the whole forest prepared to follow. If God's urn of colors were not infinite, one swamp that I saw along the New York Central would have exhausted it forever. It seemed as if the sea of divine glory had dashed its surf to the tip-top of the crags, and then it had come dripping down to the lowest leaf and deepest cavern."

THE HISTORIC HUDSON RIVER.

NEW YORK TO ALBANY.



THE tourist, whose point of departure is Grand Central Station, in the City of New York, possesses advantages which are unequalled in this country, and, probably, in the world. No matter what the motive of his journey may be — whether he be in search of health, recreation, social enjoyment, or all combined, he is able from this point to carry out his plans at a minimum expenditure of time, trouble and money. The most powerful engines, the most handsomely equipped and com-

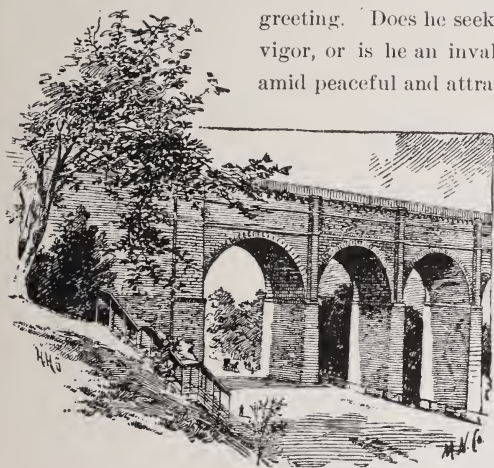
fortably appointed coaches, the most solid of road-beds, and the most thoroughly organized system of railway transportation, insuring at once speed, safety and comfort, are at his disposal. Nor can he from any other point find such easy access to so great an aggregate of varied attractions. Does he long for the combined beauties of hill and dale, mountain and stream? He finds them all at



NEW YORK CENTRAL LIMITED TRAIN PASSING THE HIGHLANDS.

the very outset of this journey, as he is borne along the banks of the world-famed Hudson. Does he find a peaceful enjoyment in the silence of pathless forests, or in floating upon the bosom of placid lakes? If so, the wilds of Northern New York will fill the cup of his desire to overflowing. Is he charmed by

the majestic grandeur of lofty mountains and deep gorges? Let him hasten to the Adirondacks or the Catskill Mountains. Is he a disciple of Nimrod or Izaak Walton? The North Woods and the St. Lawrence will give him a joyful greeting. Does he seek social intercourse and renewed vigor, or is he an invalid in quest of restored health amid peaceful and attractive surroundings? Saratoga,



A GLIMPSE OF HIGH BRIDGE.

Richfield, and Sharon throw wide their portals and bid him enter. Each and all of these famed resorts, and many others almost equally delightful, can be reached in a marvelously short time, without fatigue, by the tourist who seeks the comforts and luxuries which have been provided for his use by the New York Central & Hudson River Railroad Company.

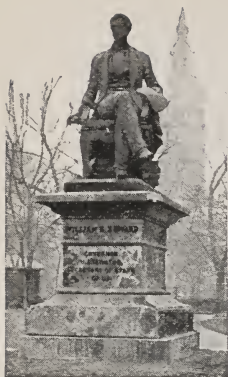
When the traveler has comfortably ensconced himself in the palatial coach from which he need not emerge until his destination is reached, he has nothing to do but enjoy to the fullest extent his luxurious surroundings. A shout of "All Aboard!" from the conductor, and a moment later the long train is gliding out of the magnificent station to the measured rhythm of the engine's bell. It creeps slowly along the steel pathway which is guiding it from the heart of the busy, feverish metropolis to the cool woods and green fields of which those whom it is bearing away from the city's noise and hurry are so earnestly longing. Soon the iron steed crosses the shallow but sparkling Harlem, and then follows its course until its waters mingle with those of the majestic Hudson. Quicker and quicker becomes the breathing of the engine; faster and faster grows the easy, gliding motion of the train, as it rolls past the steep, rocky hillsides on the right, while the threatening battlements of the Palisades rise in



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RIVERDALE STATION, N. Y. C. & H. R. R. R.

bold relief against the sky on the further bank of the noble river. For twenty miles these natural ramparts guard the western shore, rising to a height of three hundred feet, and effectually estopping the traveler from a view of the country



SEWARD STATUE, MADISON SQUARE.

for the excellence of its educational system. The large gray stone castle at

MOUNT ST. VINCENT.

whose management the Academy of St. Vincent is conducted.

beyond. Past field and wood, past hill and dale teeming with historic memories dating from Aboriginal, Colonial, and Revolutionary days, the train is swiftly whirled. The wooded hills upon the right are thickly dotted with the magnificent Summer homes of the social and commercial magnates of the metropolis.

A moment after leaving Spuyten Duyvil Creek we pass the little town of Riverdale, one of the

RIVERDALE.

handsomest suburbs of New York, containing many elegant residences.

A little further on is Mount St. Vincent, where is located an extensive Roman Catholic convent school for girls, famous

for the excellence of its educational system. The large gray stone castle at Mount St. Vincent was formerly the residence of Edwin Forrest, the tragedian, but now belongs to the convent, having been sold by him to the Sisters of Charity, under



Copyright, 1892, by Moses King.

THE WASHINGTON BRIDGE, ACROSS THE HARLEM RIVER.

About two miles above Mt. St. Vincent, 15 miles from New York, is Yonkers, beautifully situated on villa-crowned slopes at the mouth of the Nepperhan or Saw Mill River. It has a population of about 35,000, and contains several fine churches, excellent hotels, and many elegant residences. It has gas, water works, and a police department, the latter

YONKERS.

being connected by telegraph with police headquarters in New York City. Many important manufacturing establishments are located here, among them being mower and reaper works, silk, carpet and hat factories, machine and elevator works. Yonkers is an ancient settlement, and was the home of Mary Phillipse, the first love of George Washington. The old Phillipse manor house, where most of the courtship was



SWITCH AND SIGNAL TOWER, YONKERS.

carried on, is still standing in good repair. It now forms the headquarters of the municipal government, and is called the City Hall. The Manor of Colen-dock, comprising 2,400 acres, and in Colonial days the property of Patroon Van der Donck, was the original site of this flourishing city.

Hastings, most romantically situated, is a thriving village of about 1,800 population. Proximity to New York, and frequent train

HASTINGS.

service, render it peculiarly desirable as a suburban residence. A number of tasteful dwellings, lately completed and in process of



PHILLIPSE MANOR HOUSE AND SOLDIERS' MONUMENT, YONKERS.

building, are offered at reasonable rentals. The elegant residences of many wealthy New Yorkers can be seen nestling among the trees that crown the hills, and afford a beautiful view of the river and the surrounding country.

Dobbs Ferry (Greenburgh), two miles beyond, is a pleasant village lying along the river slope, at the mouth of the Wisquaqua Creek. It is also the suburban

DOBBS FERRY. home of a large number of New York business men, and, like all places within easy distance of New York, is rapidly

taking on the aspect of metropolitan life.

Two miles above Dobbs Ferry is the village of Irvington, named in honor of Washington Irving, whose gifted pen has immortalized many of the neighboring



SUNNYSIDE, THE HOME OF WASHINGTON IRVING, AT IRVINGTON-ON-HUDSON.

IRVINGTON.

localities, among them the far-famed "Wolfert's Roost" and "Sleepy Hollow." "Sunnyside" cottage, renowned as the home of Irving, is close by, near the margin of

the river, almost hidden from view by the dense growth of the surrounding trees and shrubbery. A flourishing ivy vine, which conceals the east end of the house, is the product of slips planted by Irving, which he secured from Sir Walter Scott on the occasion of his visit to Abbotsford. Lyndehurst, the old Paulding Manor, now the property of Jay Gould heirs, is perhaps the most conspicuous of the many fine residences in the vicinity of Irvington.

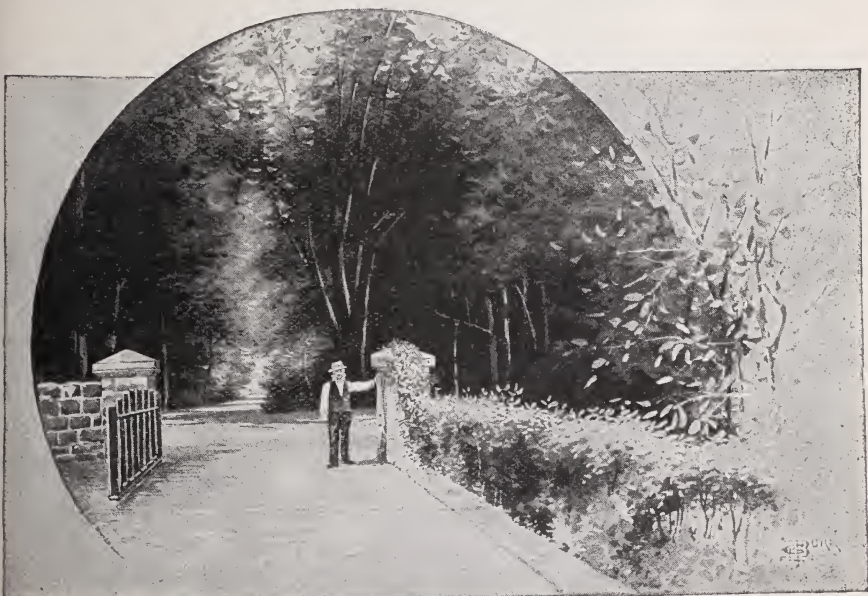


AT TAPPAN, N. Y., OPPOSITE TARRYTOWN.

Just above, twenty-five miles from New York, is Tarrytown, delightfully situated on an elevated plateau overlooking the wide expanse of the Tappan Zee and the surrounding country for many miles. Revolutionary memories also cluster thickly hereabouts, and it was at Tarrytown that Major André was captured and the treachery of Benedict Arnold exposed. Had the traitorous plans of the brave but faithless American been carried to a successful issue, the whole succeeding history of our country would doubtless have been materially changed.

Nyack, a thriving and beautiful town, is located on the western bank of the Hudson, opposite Tarrytown, with which village it is connected by ferry.

NYACK.



ENTRANCE TO SUNNYSIDE, THE HOME OF WASHINGTON IRVING, IRVINGTON-ON-THE-HUDSON.



André's Monument, Tarrytown, N. Y.



CAPTURE OF MAJOR ANDRÉ.

Sing Sing, a handsome little city of 10,000 inhabitants, has a national reputation as being the abiding place of many

SING SING.

of New York's citizens, who for a time have retired into an unwilling seclusion. The train dashes by the cold gray walls of the prison, and we almost imagine we can hear the clank of chains and the shuffling of feet. The town itself is very beautiful,

many elegant residences rising on the long upward slope from the river and having a magnificent view. The Croton aqueduct passes through Sing Sing, and is carried over a ravine by a stone arch 70 feet in height and having a span of 88 feet. Across the river is Haverstraw Bay, into which the gallant explorer Hendrick Hudson sailed centuries ago, and finding no outlet, thought he had arrived at the head waters of the "Shattemuc," as the Indians termed the Hudson. His mistake was afterwards emulated by Peek, a bold Dutch adventurer, who, having discovered another tributary, to the river, thought it the main stream. His name and memory are perpetuated by the village of Peekskill.

Continuing the journey, Croton, Oscawana, Crugers, and Montrose, popular suburban places with many handsome villa residences, are passed in quick succession, and the traveler is at the gates of the romantically beautiful region known as the Hudson Highlands.



DEPEW HOMESTEAD.

One of the prettiest towns on the Hudson, situated at the mouth of the Peek's Kill, or Annsville Creek, is Peekskill,

43 miles from New York, a bustling

PEEKSKILL.

and thriving place of about 10,000

inhabitants. Its history dates back to a period anterior to the Revolutionary War, and in those trying times it played an important part. On the old Van Cortlandt farm, two miles north of the town, yet stands the house in which, for a time, General Washington had his headquarters, and just beyond can be seen the church in which he worshipped. Many Revolutionary heroes are buried in the surrounding churchyard. Just east of the town is the Summer residence and farm of the late Henry Ward Beecher. The town contains many beautiful residences, and is the Summer home of a number of wealthy New Yorkers. Numerous large lakes in the surrounding country afford excellent fishing.



LAFAYETTE STATUE,
UNION SQUARE.

At Roa Hook, a mile and a half north of Peekskill Station, on a high bluff overlooking the river, is the site purchased by the State

STATE CAMP.

of New York for the purposes of a State Camp, and here, every year from June until September, our volunteer soldiers repair in detach-

ments to undergo for a week the routine and rigorous discipline of regular army life.

Opposite Peekskill on the west shore of the river is Jones' Point, above which rises the rocky and storm-beaten crags of the Dunderberg Mountains. Plans are under way to erect a large hotel on the highest peak of the Dunder-



DOUBLE ARCH, CROTON AQUEDUCT, SING SING.

berg, and to construct a spiral railroad 14 miles in length leading up to it. Near the Dunderberg is Anthony's Nose, rising to a height of 1,200 feet. Leaving Peekskill the train has fully entered the Highlands, and beautiful views abound.

Passing Highlands Station it stops at Garrison, a charming spot of historic renown, and one of the popular Summer resorts in the

GARRISON. vicinity of New York. Its principal hotels are the High-

land House and the Croft House.

At Garrison connections are made by ferry with West Point, the site of the United States Military Academy and of a fortress erected during the War of Independence. The site commands one of the finest river

WEST POINT. passes in the world, and the academy is located upon a

plateau 180 feet above the river. It was established in 1802. The fort and a chain stretched across the river by the patriots were captured by the British in



BEVERLY DOCK, NEAR GARRISON.

1777, but were abandoned after Burgoyne's surrender. Stronger works were then erected by the Continental forces, and these Arnold bargained to betray to the enemy, but his scheme was foiled by the capture of André.

West Point is located in the very bosom of the Highlands, and is their chief attraction. It is a bulwark of the nation in more senses than one, and a favorite resort with Summer pleasure seekers.

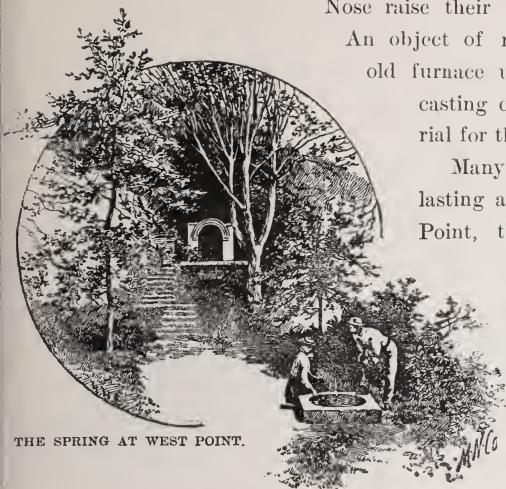
The vicinity abounds in delightful walks and drives, and within easy access are the ruins of Forts Montgomery and Clinton on opposite sides of Popoloken

Creek. Near by, too, is Bloody Pond, which the simple country folk still believe to be guarded by the ghosts of Hessian soldiers, while Sugar Loaf and Anthony's Nose raise their lofty crests in the background.

An object of much interest to visitors is an old furnace used during the Revolution for casting cannon and other war-like material for the patriot army.

Many of the pleasant memories and lasting associations connected with West Point, the Military Academy, and the neighboring hills and valleys, which have re-echoed to the strains of "Benny Havens, Oh!" issuing from the throats of generation after generation of buoyant and gallant cadets, many of whom have since achieved world-wide distinction,

and these historical and social surroundings make West Point and its vicinity an oasis in the wilderness of the Highlands.



THE SPRING AT WEST POINT.



ON THE HUDSON RIVER, NEAR WEST POINT.

Three miles above Garrison is Cold Spring, a picturesque village, with a resident population of about three thousand, which number is largely augmented during the Summer months by

COLD SPRING.

the influx of city visitors.

"Undercliffe," the home of George P. Morris, the poet, stands on a plateau north of Cold Spring, and the celebrated cannon foundry of R. P. Parrott, the inventor of the Parrott gun, is also near.

The next stop, a mile beyond, is Cornwall Station, which connects by ferry with Cornwall-on-the-Hudson, one of the principal Summer resorts on the river. There are several large hotels and numerous Summer boarding houses here, the whole

CORNWALL STATION.

section being largely given over during the season to Summer boarders.

Near Cornwall the placid Moodna empties its waters into the river. This poetic stream formerly bore the name of "Murderer's Creek," and owes the gratifying change in its appellation to the appreciative nature of the late N. P. Willis, whose home, "Idlewild," stands upon its western bank, close to the spot where it mingles with the Hud-



HUDSON RIVER HIGHLANDS.

son. Nigh to Cornwall, also, rise the steep sides of Storm King and Dunderburg, with Cro' Nest and Bear Hill nestling between them.

Dutchess Junction is the connecting point with the Newburgh, Dutchess & Connecticut Railway, along which line are located very many attractive Summer boarding places, of which Millbrook is perhaps the most widely known.

DUTCHESS JUNCTION.

Fishkill is a thriving village in Dutchess County, surrounded by fine scenery and containing many handsome residences. The Verplanck House, two miles northeast of the land-

FISHKILL.

ing, is interesting as having once been the headquarters of Baron Steuben, of Revolutionary fame. About a mile south of the village is the old Wharton House, built in 1737 by Cornelius Van Wyck, and used as a house of refuge by the patriots



WHARTON HOUSE, FISHKILL. MENTIONED IN COOPER'S "SPY."

during the struggle for independence. Connections are made here by ferry with Newburgh, which is located upon the western bank of the river. The latter town contains about 25,000 inhabitants, and has several large manufacturing enterprises. Hendrick Hudson was so much impressed with this locality, that in 1609 he wrote of it as follows: "It is as beautiful a land as one can tread upon; a very pleasant place to build a town on." Newburgh was the scene of many interesting events during the Revolutionary War, and Washington's headquarters, an old gray stone mansion south of the town, is still preserved under the ownership of the State.

Gliding past Low Point, New Hamburg and Camelot, the train thunders into the depot at Poughkeepsie, 74 miles from New York. This is the second largest city between New York and Albany, and contains a population of about 25,000. It is an important trade center, and includes several large manufacturing establishments within its limits, among which are the large Buckeye Mower and Reaper Works of

POUGHKEEPSIE.



VASSAR COLLEGE, POUGHKEEPSIE.

Adriance, Platt & Co., the works of the Poughkeepsie Glass Company, which has one of the largest melting furnaces in the country, the rolling mill of the Phoenix Horseshoe Company, and several large shoe factories and knitting mills. Poughkeepsie is also noted for its educational institutions, foremost among which is Vassar College, for young ladies, which is situated about two miles east of the station, and is reached by horse cars. The main building, modeled after the Tuileries, is 500 feet long and five stories in height. The College has several hundred students, and is celebrated for its thorough educational facilities.

Prominent among the features of Poughkeepsie must be mentioned the great

cantilever bridge spanning the Hudson at this point. In magnitude, boldness of design, or beauty of shape and situation, it is not surpassed by any other completed bridge in the world.

Five miles above Poughkeepsie is Hyde Park, an attractive village containing numerous Summer boarding houses. In the vicinity are

HYDE PARK.

several ancient and extensive country seats, including "Placentia," the former home of James K. Paulding, one of the pioneers of American literature.

The village of Staatsburgh is next passed, and a few miles beyond is Rhinecliff, the station for the village of Rhinebeck, a favorite Summer resort, noted for its excellent hotels and boarding houses. It has steam

RHINECLIFF.

ferry connections with Rondout and Kingston, nearly opposite. The two latter towns are now incorporated as one, and known as



A MOUNTAIN TOLL-GATE.

Kingston. Connections are also made with the Ulster & Delaware Railroad for Catskill Mountain resorts.

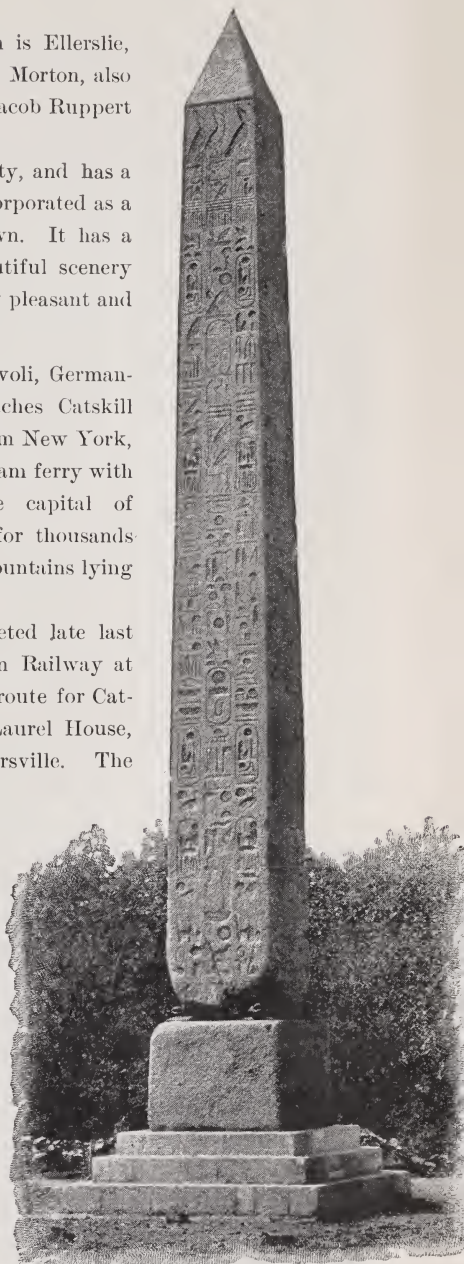
About a mile south of Rhinecliff Station is Ellerslie, the beautiful country seat of Vice-President Morton, also the handsome residences of R. B. Buckley, Jacob Ruppert and others.

Kingston is the capital of Ulster County, and has a population of more than 25,000. It was incorporated as a city in 1872, and is a bustling, pushing town. It has a front of four miles on the Hudson. Beautiful scenery abounds in the vicinity, and there are many pleasant and romantic drives in the neighboring country.

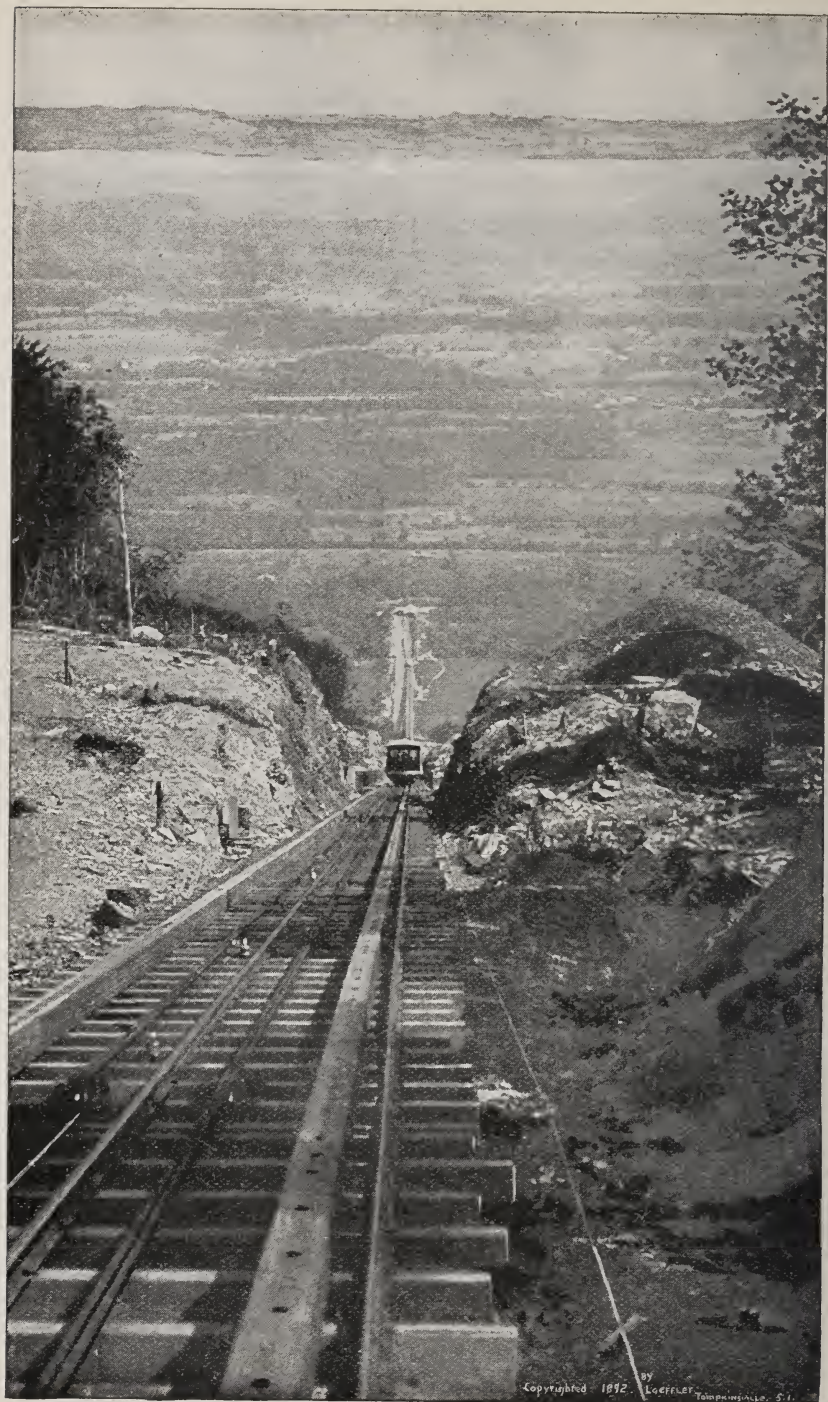
Passing by the stations of Barrytown, Tivoli, German-town and Linlithgo, the traveler next reaches Catskill Station, 110 miles from New York, which connects by steam ferry with Catskill proper, the capital of Greene County. This is the landing place for thousands of tourists who annually visit the Catskill Mountains lying a few miles to the west.

The new Otis Elevating Railway completed late last season connects with the Catskill Mountain Railway at Otis Junction, and has become the popular route for Catskill Mountain House, Hotel Kaaterskill, Laurel House, Haines' Falls, Twilight Park and Tannersville. The ascent of the mountain from this point is made in ten minutes.

Catskill Mountain Station, at the summit of the Otis inclined railway, is 500 feet from the Catskill Mountain House, one mile from Hotel Kaaterskill, one and one-half miles from Laurel House, four miles from Haines' Falls and Twilight Park, and six miles from Tannersville. Transfer to the first two hotels by stage and to the more distant points by stage or rail. Arrangements have been made to extend the Kaaterskill Railroad from its present terminus at the Hotel Kaaterskill to connect with the Otis Elevating Railway at Catskill Mountain Station. It is expected that the work will be completed in time for this season's business.



THE OBELISK, CENTRAL PARK, NEW YORK CITY.



OTIS ELEVATING RAILWAY, CATSKILL MOUNTAINS.

Hudson, finely situated upon a bold, rocky promontory at the head of the ship navigation on the river, is one of the oldest cities in the State, having been incorporated in 1785, and has about 12,000 inhabitants. In years gone by it had a large amount of shipping engaged in foreign trade and the whale fisheries.

HUDSON.

It is now chiefly engaged in the manufacture of iron and the export of agricultural staples. At this point connections are made with the Boston & Albany Railroad; also with the Kinderhook & Hudson Railroad for Kinderhook and Niverville.

The quaint old village of Claverack, in Columbia County, is located four miles inland from Hudson, and is an historic place. In the present era, however, its chief claim to distinction lies in the fact that it contains within its limits the celebrated "Claverack College and Hudson River Institute," a prosperous and well conducted school for both sexes, which has attained a national reputation. The handsome and substantial college buildings, surrounded by beautiful and well shaded lawns, and commanding most charming views of the romantic scenery in which the neighborhood abounds, are the features of the village. The old Dutch Church, with its staring date of 1767 on its western side, shines out in old-fashioned red among the towering oaks that keep ward over it and its adjoining cemetery. On an opposite crest is "Fairview," the stately mansion built by the late Dr. Flack, who was the founder of the college, and its president



ST. JOSEPH'S PROVINCIAL SEMINARY, TROY, N. Y.

for more than thirty years. Down the village streets are the residences of the descendants of the Muhlers, the Ostranders, and the Van Rensselaers, and in a quaint old yellow brick dormer-windowed house are to be seen the *lares* and *penates* of Gen. James Watson, and other distinguished—Webbs. The "Spook Rock," in a shady swirl of the Claverack Creek, is visited on moonlight nights by the neighboring swains and their sweethearts, who linger to see it turn in its shiny bed when it *hears* the Institute bell.

Resuming the journey, the hamlets of Stockport, Coxsackie, Stuyvesant, Schodack, and Castleton are quickly passed, and the train rolls into the station at

EAST ALBANY.

East Albany. This is the point of separation for those traveling still further north and those westward bound.

The former continuing on to Troy and other northern points, while the latter are borne across the stupendous bridge over the Hudson, which forms the connecting link between East Albany and Albany.

Troy lies on the east bank of the Hudson, six miles above Albany, and at the head of river navigation. Its population is about 65,000, and it has a large com-

TROY.

merce, with manufactures of iron, steel, cars, stoves, and especially extensive manufactures of collars, cuffs and shirts. In 1786 Troy was called Fairy Hook; in 1787 Rensselaerwyck, and in the fall of 1787 the settlers began to use the name of Vanderheyden, after the family who owned a great part of the land where the city stands. June 9, 1789, the free-holders of the town met and gave it the name of Troy. There are many handsome business structures; the savings bank on State Street and the new City Hall are fine buildings. The Soldiers' Monument, 90 feet high, is on Washington Square. Besides bronze tablets representing "The Cavalry," "The Artillery," "The Monitor and Merrimac," and "The Infantry," it is surmounted by a heroic bronze female figure, entitled "Calling to Arms," by James E. Kelly. The Athenæum is a beautiful free-stone edifice, in which is the Young Men's Christian Association Library. The buildings of St. Joseph's Provincial



SOLDIERS' MONUMENT, TROY.

Seminary, on Mt. Ida, east of the city, are noble specimens of Byzantine architecture. The Rensselaer Polytechnic Institute, the oldest and one of the best civil engineering schools in America, is also located here. In West Troy is the great Watervleit Arsenal, with 40 buildings, in a park of 105 acres. The other principal suburbs are Lansingburgh and Waterford, and across the river, a little to the north, is Cohoes, an active manufacturing point, with a population of 25,000.

COHOES.



CITY OF ALBANY, AS SEEN FROM THE NEW YORK CENTRAL & HUDSON RIVER R. R.

THE HARLEM DIVISION.

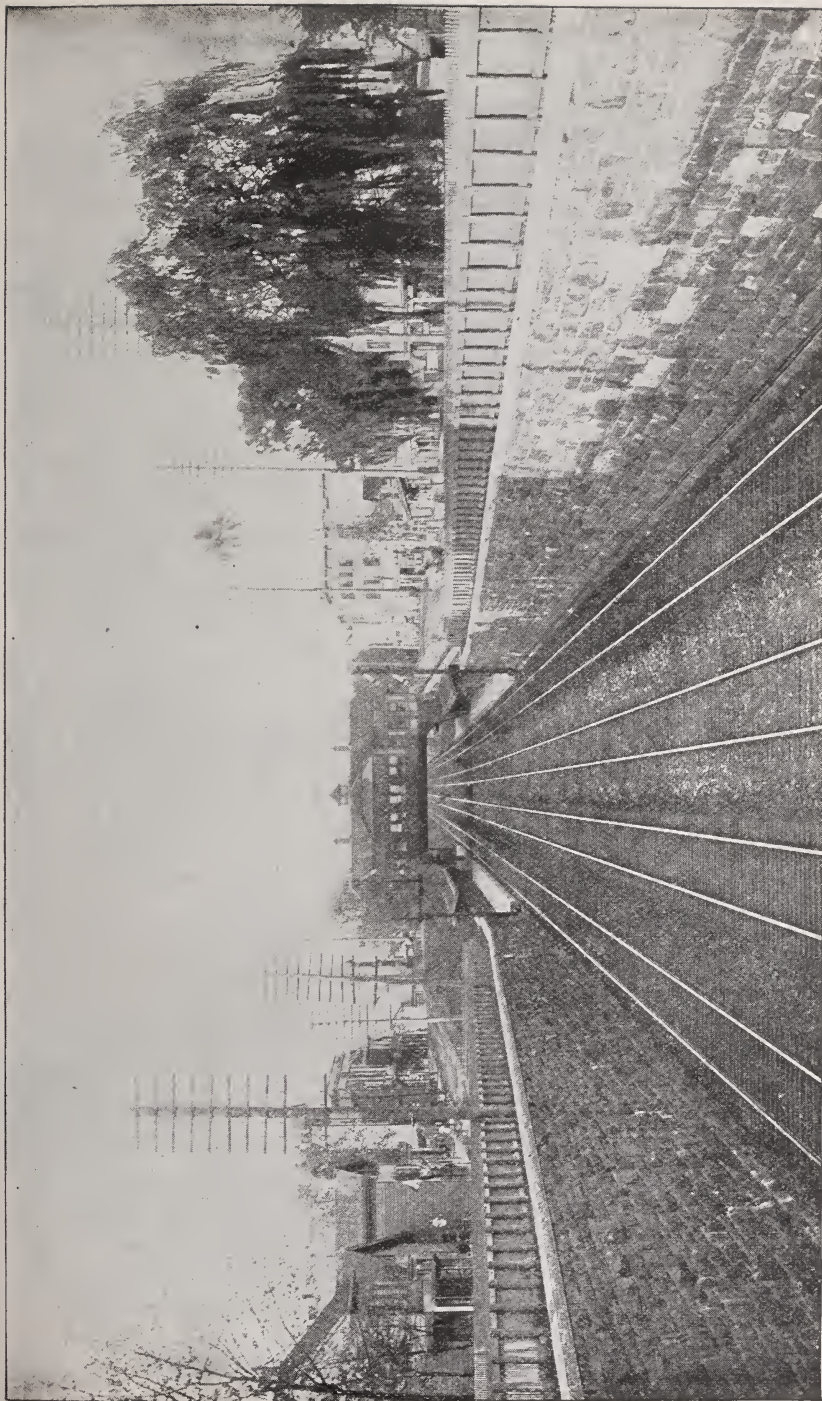
NEW YORK TO CHATHAM.

AT MOTT HAVEN Junction the lines of the Hudson River and the Harlem Divisions diverge, the former curving westward to the Hudson River, the latter continuing due north.

The extensive improvements affecting the entire line north of the Harlem River, within the city limits—a distance of seven miles—have been completed and mark a successful termination of an undertaking of vast importance, involving the lowering of the surface of the old road-bed below the street level and carrying the streets over the track, thus avoiding grade crossings. The new road-bed contains four tracks, laid with heavy steel rails upon standard ties and eighteen inches of broken stone ballast. The two central tracks are for the exclusive use of through express trains, and the two outer tracks accommodate the local or rapid transit trains. The track has been depressed an average of eight feet below its former level, the grade of the adjoining streets being raised eight to fourteen feet. The excavation is lined with cut stone masonry walls. Twenty-



OVERHEAD STATION, MORRISANIA. HARLEM DIVISION.



OVERHEAD STATION, TREMONT, HARLEM DIVISION.

one of the city streets which formerly crossed the track at grade are carried over the four tracks by iron bridges, of the full width of the road-ways and sidewalks, and five of the old station buildings have been replaced by handsome iron structures, of much architectural beauty, built over the track, on the same level and in connection with the adjacent bridges which form the approaches to these stations. The length of the new station buildings is sixty-nine feet across the



FALLS ON THE BRONX RIVER, NEAR THE LORILLARD HOUSE, BRONX PARK.
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track, the width twenty-six feet. Each accommodates a ticket office, waiting rooms, ladies' retiring rooms, two baggage lifts for handling baggage, and two stairways descending to the platforms at the tracks on either side for "up" and "down" trains. The platforms are 500 feet in length and ten feet wide. The cost of these improvements was in the neighborhood of \$2,000,000.

Continuing our way, we pass through Melrose, Morrisania and Tremont, all handsome suburbs of the city, which have been so rapidly settled within the

past few years that their identity is all but merged in that of the great metropolis. In nine miles we reach

Fordham, the seat of St. John's College, a noted Roman Catholic institution, whose buildings and spacious grounds are seen to the right of the track. The

FORDHAM. popularity of Fordham as a place of residence is attested by the large number of tasteful houses built within the last few years, as well as the number now in course of erection. There is an excellent public school here, a number of good stores and several churches. The next station is

Bedford Park, a beautiful and rapidly growing place, and the residence of a number of well known New Yorkers, whose tasteful villas

BEDFORD PARK. embellish the broad and handsome avenues of the Park. Opposite the station is the site of the new Bronx Park.

The New York *Herald* recently published a highly interesting article relative to the proposed establishment of a botanical garden, museum and arboretum, fashioned somewhat on the plan of the magnificent Kew Gardens of London, at Bronx Park, from which the following is abstracted:

"I suppose there are thousands and thousands and even hundreds of thousands of New Yorkers who have never been in Bronx Park, and have no idea how to get there. This magnificent breathing spot of the future millions of the men and women of the Manhattan of the next generation, however, is hardly a half hour distant from the Forty-second Street Station. You descend



LYDIG HOUSE, BRONX PARK.

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from the train at Bedford Park Station and the beautiful vistas of the Bronx Park open out before your astonished gaze. I have been in the remoter regions of the Yellowstone National Park and have seen nothing more attractive than the varied sylvan land and water-scape scenery of this attractive resort, which is not resorted to even in Summer by the great masses of the population because attention has never been drawn to its wonders. Were it not for a very occasional park policeman jogging by in his Confederate gray, it requires no effort of the imagination to locate yourself in Sherwood Forest or in any other sylvan scene



LORILLARD HOUSE, BRONX PARK.

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which may attract your fancy. The park is about 800 acres in extent, lying in the 23d and 24th wards of New York City and Westchester County. All that portion of the park north of the Bronx River is in Westchester.

“The park was purchased in 1884 for \$3,000,000, from the estate of the late Peter Lorillard and several other property owners. Since then the Department of Parks has been allowed only \$20,000 annually for the keeping in repair and improving of Bronx, Pelham and Van Cortlandt Parks and the four other parks which were acquired almost at the same time by the department on the northern

confines of the city. An insignificant sum with which really wonders have been accomplished.

"Bronx Park, however, it must be said, came into the possession of the city in a magnificent condition. For the most part it was the country residence of the late Peter Lorillard, and along the north side of the Bronx are still to be seen the ruins of the Lorillard snuff mills, which the beautifying if destructive touch of time has made most picturesque.

"Along this woodland stream, which now glides with a contented murmur through mossy banks, now with tempestuous roar through great granite walls, beautifully shaded throughout its course, from Williams Bridge to the Sound, with umbrageous oaks and hemlocks, spruce, maple and pine, was the favorite walk of the Maryland poet—Edgar Allen Poe—during the many years he lived in the Fordham cottage, some ten minutes' walk away. And it seemed to me that, as I walked along this lovely stream, I recognized here a glade, there a vale, and now a water vista which must have inspired the poet's pen as he painted, as perhaps only Ruskin since his day has painted, the beauties of woodland scenery in his "Magic Garden." Beautiful as Twickenham is, fair and lovely as is the peaceful scene that is beheld from Richmond Heights, the surroundings of the embryo botanical garden are a hundred times more beautiful than the country about Kew with the poet's praised Copper's Hill in view. May the garden be worthy of its magnificent scenic setting!

"On a wooded plateau above the river, just behind the snuff mills, where still hangs the weather-beaten, worm-eaten sign of Peter Lorillard, is the proposed site of the Botanical Garden. The Bronx River furnishes an abundance of water, there is a plenty of protective timber, the soil is fertile, and there is both low and high lying land—in fact, an ideal site, and it is to be hoped that the Legislature making the foundations broad and deep, wealthy lovers of the flowers of the field will before the next spring has come begin the erection of a building at which New Yorkers may point with pride, and in which thousands and thousands who otherwise would never see a natural flower, of even our own flora, may behold the variegated, fragrant plants that the sun beholds in every world and in every clime in its daily course, and profit by this elevating and educating sight."

Williams Bridge, eleven miles from New York, is a very attractive place, and shows year by year a healthful and natural growth in
WILLIAMS BRIDGE. population and land values. A handsome new station with attractive exterior and commodious waiting rooms and baggage rooms, and a tasteful lawn at the rear has recently been erected here. One mile beyond is

Woodlawn, where is located the largest and most beautiful of the many cemeteries in the vicinity of New York. The cemetery, however, is not Wood-

lawn's only claim to distinction. Crowning the hills north and east of the station are many handsome cottages occupied by the families of New York business men who have made the discovery that no locality

WOODLAWN.

in the vicinity of the city offers better inducements for residence. The elevation is sufficient to dispel any idea of malaria, the drainage perfect, the surroundings delightful. Also, Woodlawn enjoys with one or two exceptions the most ample train service of any station on the line.

Mount Vernon, thirteen miles from New York, is now a full fledged city, offering inducements for residence which are scarcely equalled by any other place

MOUNT VERNON.

in the vicinity of the metropolis. It has a population of about 15,000. The city is attractively laid out, and contains many fine churches and schools, and also a large number of elegant and tasteful dwellings. The streets are broad and generally well paved, lighted and sewered. The houses are for the most part surrounded by gardens or terraced lawns. A line of horse-cars crossing the town meets all trains of the Harlem Road. The growth of Mount Vernon within the past few years has been very rapid, and the march of progress tends steadily onward.

Bronxville, the next stopping place, is set in the midst of exceptionally beautiful surroundings, and the visitor notices

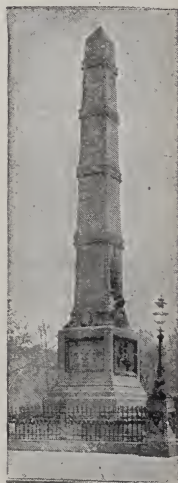
BRONXVILLE.

everywhere evidences of healthful growth and enterprise. Armour Villa Park, on a pretty hillside to the left of the track, within three minutes' walk of the Bronxville station, is one of the most beautiful and tasteful collections of villas in Westchester County. The park has been laid out with pretty lawns and broad avenues of dazzling whiteness spread with broken marble from the famous quarries at Tuckahoe. Distant views of the Palisades, villas and cottages surrounded by fine trees, and miles upon miles of forest growth, stretching out towards the Harlem and the Hudson, make a charming picture. Opposite Bronxville is Lawrence Park, with many of the characteristics of Armour Villa.

Tuckahoe, sixteen miles from New York, is famed for its extensive marble quarries, whose product is shipped to all parts of the United States. It is a

TUCKAHOE.

handsome town of about 1,700 inhabitants, and now more than ever before seems animated by the genius of improvement. To meet the demand for building sites several old country seats have been put on the market, and building is rapidly progressing. Seven hundred yards from the station is Mohegan Park, which boasts a location unsurpassed for beauty and healthfulness. Looking toward the west may be seen the Pali-



WORTH MONUMENT,
MADISON SQUARE.

sades of the Hudson and on the east the waters of the Sound. The foothills of the Berkshires are visible at the north, and the towers and spires of New York City at the south. The soil is dry and sandy and the natural drainage perfect. The water supply is from an artesian well, and is the best and purest that can be obtained.



ARTISTS' MILL, BRONX PARK.

It is proposed to make Mohegan Park an ideal place for suburban homes, and no pains or expense will be spared in laying out and beautifying its public grounds and drives.

Victoria Park, the imposing entrance to which is seen just over the hill to the left of the station, comprises about 70 acres, situated in the city of Yonkers, of which it forms part of the Fourth Ward. The property consists of fine level meadow land, slightly sloping to the west, thus assuring perfect drainage; the soil is a fertile sandy loam. Improvements are being pushed with energy, and a number of handsome houses have already been erected; this season will doubtless see many others under way.

VICTORIA PARK.

Yonkers Park, adjoining Tuckahoe, also located in the Fourth Ward of Yonkers, is situated on high ground, and is rapidly developing. Extensive improvements have already been made, and more are promised. Streets and drives of generous width have been not only laid out, but they are opened, graded, curbed and flagged. Handsome entrances have been constructed at the approaches to the main avenue, and landscape gardeners and architects are actively employed in beautifying the spot. Three miles north of Tuckahoe is the pretty village of

YONKERS PARK.

Scarsdale, which offers special inducements to those in search of a healthful and quiet country home. The broad acres of the old Arthur Manor have been purchased by a syndicate of capitalists, who are rapidly prosecuting the work of grading, opening streets and avenues and marking out corner lots. Investors will do well to look the ground over at Scarsdale before deciding upon another location. Less than two miles beyond is

SCARSDALE.

Hartsdale, another attractive Westchester village, containing several Summer boarding houses. Passing Hartsdale we enter a very pretty stretch of country, with rolling hills to the right and left, and skirting the track the silvery Bronx, now broader and deeper than where we left it a few miles below, and wearing more the aspect of a river. Crossing a substantial iron bridge and sweeping around a grand curve we enter

HARTSDALE.

White Plains, the capital of Westchester County, 22 miles from New York, and one of the finest towns on the road.

WHITE PLAINS.

The history of White Plains antedates the Revolution, and is full of interest. In 1663, more than two centuries ago, English settlers from Greenwich, Conn., purchased from the Indians a tract of ground called Quaroppas, or, as they named it, "The White Plains." The title was disputed, however, and



WASHINGTON EQUESTRIAN MONUMENT IN UNION SQUARE.

the dispute operated to prevent a settlement of the Plains until about 1720. In 1721 certain persons living in what we now call White Plains obtained for themselves a grant from the British Government of 4,435 acres, and divided the land. Among the owners we find the well-known town names of Underhill, Hatfield, Horton and Brown.

On the 28th of October, 1776, the battle of White Plains was fought, the principal and decisive part of the engagement being at Chatterton Hill, a little to the west of the railroad and across the Bronx River. Washington, who was personally in command, made his headquarters just north of the town, about one mile from the railroad station. The principal street is about a

mile long, very wide, and being thickly shaded, forms an attractive feature of the town. It was given to the village by George III. White Plains is especially distinguished for its healthfulness. This fact, with its accessibility, makes it very desirable to many persons for Summer homes. New water works have been recently constructed, and the village is now favored with as good a system of water supply as can be found anywhere.



SOLDIERS' MONUMENT, WHITE PLAINS.

About six miles distant, on the Sound Shore, are Hawthorn Beach, Rye Beach, Milton Point, and other attractive resorts that afford excellent fishing and bathing. All of these points are reached by one or another

HAWTHORN BEACH.

RYE BEACH.

MILTON POINT.

of the beautiful drives for which Westchester County is noted. Proceeding northward from White Plains a charming landscape reveals itself in varied manifestations of wondrous beauty. Rare combinations of mountain, stream and foliage greet the eye in endless variety, the whole forming a panorama of rural scenery incomparable for beauty, picturesqueness and variety. A run of three miles brings us to

Kensico, one of the most charming villages on the line. Lake Kensico, of which a fleeting glimpse is obtained as the train enters the station, is bosomed in the hills that rise directly back of the village. It is two

KENSICO.

miles long and about half a mile wide. Fronting and overlooking the lake is beautiful Kensico Park, which is being very tastefully laid out, and will soon be the center of a large permanent population. North of the station for some distance, and extending on both sides of the track, is the New Amsterdam Park, where the process of development has only just begun. About 100 rods north on a slope to the west of the track is the handsome new station of Kensico Cemetery.

Unionville, the next station beyond, is most delightfully situated and offers many inducements, either for permanent residence, or a temporary Summer home. The country is quite hilly, and lakes and streams

UNIONVILLE. abound. Buttermilk Hill, said to be the highest point of land in Westchester County, overlooks the village on the west. From its summit are obtained fine views of the Hudson Highlands, the Statue of Liberty in New York Bay and the spires of St. Patrick's Cathedral. Sherman Park, one of the most popular, healthful and picturesque suburban home sites on the line, begins about half a mile south of Unionville, east of and adjoining the railroad property, and extends north as far as Pleasantville. A handsome new station for the Park has been erected about midway between Unionville and Pleasantville, and arrangements have been made to stop a number of important trains there for the accommodation of Park residents. Streets have already been opened, avenues laid out, and a large number of attractive houses erected.

Pleasantville, 31 miles from New York, has improved very rapidly during the past year, from 15 to 25 houses having been erected

PLEASANTVILLE. within that time. Good board can be obtained here for the Summer, and a more desirable spot it would be difficult to find. Two miles further on is

Chappaqua, where Horace Greeley lived and learned what he knew about farming. Unique and aboriginal as the name is, there are many who think the place should have been named Pleasant Valley, for surrounding hills never bosomed a pleasanter. So thoroughly

CHAPPAQUA.

was it drained by the late Mr. Greeley—who spent the happiest hours of his life upon its meadows and hillsides—that malarial diseases never invade its quiet dwellings. The unpretentious but tasteful house that was Mr. Greeley's home, was totally destroyed by fire a few years ago, and his daughter now occupies what was formerly the old stone barn, but has been transformed by a skillful architect into a handsome and commodious residence. The forest, where for more than 20 years Mr. Greeley's axe taught the sapling how to mature into the well-shaped and graceful tree, is still the resort of the meditative and the gay. All about Chappaqua are charming groves and rocky dells, and dotting the hillsides many sightly and comfortable homes which invite the weary denizen of the great city to spend, at reasonable cost, the Summer hours which custom permits him to withdraw from the counting-room or workshop.



FARRAGUT STATUE, MADISON SQUARE.

The Chappaqua Mountain Institute, known as the "seat of Quaker learning,"

is situated here, and its ample grounds and buildings are thrown open during the Summer vacation to guests who may wish to occupy its comfortable and airy rooms. Here, too, is the old Quaker Church, once occupied by sick and wounded soldiers of the Revolution, and on the surrounding slopes lie the bones of many a hero who fought and died for liberty. There are two good hotels and several desirable boarding places in the village, and the drives are interesting and numerous. Resuming our journey, an entertaining ride of about four miles brings us to

**CHAPPAQUA
MOUNTAIN
INSTITUTE.**

Mount Kisco, an interesting and thriving place of 1,500 population, 37 miles from New York. Like most of the towns of Westchester and other counties

MOUNT KISCO.

lying on the east bank of the Hudson, Mount Kisco is favored with charming drives, freshened by fragrant groves and rippling rills, affording many and various glimpses of a landscape charming in the extreme. Situated at a considerable altitude above the sea-level, Mount Kisco enjoys a pure, brisk air, and rarely beautiful natural environments.



A RESIDENCE STREET, MOUNT KISCO.

Like a jewel in its setting, the village nestles amid wooded hills, charming valleys and limpid streams, surrounded on all sides by an ever-changing and increasingly fascinating landscape. A network of country roads, everywhere presenting views that charm the eye, spreads in all directions, affording a never-ending combination of drives whose attractiveness is not soon exhausted. Sharp turns around the bases of steep hills, now wending through a deep ravine, then

at the very edge of a precipice, give a variety of views that is really kaleidoscopic.

A short drive over a picturesque road in a northeasterly direction brings the sight-seer to Croton Lake, a beautiful body of pure drinking water for the denizens of the great metropolis. Here is good fishing, and on both sides excellent driveways, while at a little distance back green hills present their



FIVE HARLEM VALLEY FARMERS.

irregular outlines against the sky. Two miles farther one is brought face to face with one of the mightiest engineering feats in all ages—the new Croton Aqueduct—which cannot fail to well repay even repeated visits. Just west of the village flows the quiet Kisco, from which the place derives its name (meaning “still water”), and in every direction are streams of more or less magnitude, while springs of pure, sparkling cold water are almost as numerous as wells. At the northwestern limits of the village looms up old Kisco Mountain, like a sentinel over the settlement. Since its incorporation, twelve years ago, a wise administration of village affairs, backed by a commendable degree of public spirit, has done much for the place. There are over three miles of village streets with stone side-walks, well laid and in good repair. The houses are of tasteful design, and their surroundings are neat and attractive. Numerous grocery, dry goods and hardware stores, and meat and vegetable markets, furnish all needed family supplies most conveniently. The churches are all in a thriving, harmonious condition, and the pastors men of ability and earnestness not usually found in a village of this size. The Presbyterians, Methodist Episcopal, Catholic, Protestant Episcopal, and Friends denominations have commodious places of worship, all in good repair, and not burdened with the customary

heavy debts. The Union Free School is justly a matter of village pride, and is rarely surpassed in excellence even in towns much larger. The non-resident attendance at this school is large, and is steadily increasing.

But all these considerations of attractiveness fade before that superlatively important one—healthfulness. And in this respect Mount Kisco again comes forward with an extraordinary and clean record of carefully kept statistics, showing the average death-rate to the entire population to be ten to 1,000, comparing most favorably and strikingly with the New York City mortality statistics of one to 40, and proving Mount Kisco to be more than twice as healthy as the great metropolis. A syndicate of capitalists recently formed has purchased a vast tract of land here which it is proposed to transform into a park similar to Tuxedo, with fish and game preserves, race-course, etc., and to construct a handsome club-house and cottages which shall be the pride of the country side. After leaving Mount Kisco, the next application of air-brakes brings us to a standstill at

Bedford, 39 miles from New York City. Bedford is a beautiful village situated at the base of a rocky eminence, in one of the most romantic and picturesque parts of Westchester County.

BEDFORD.

The drives and rambles through and along the valley in which this town





GARIBALDI STATUE, IN
WASHINGTON SQUARE.

is situated, and over the surrounding slopes and hills, are the most charming to be met with in this section of the country.

Lying about one mile to the northwest is Croton Lake, studded with green islands, and hemmed in with bold and rocky shores; it abounds with fish of the most gamy sort, offering fine sport to the angler; its waters are frequented by all kinds of water fowl, including black and canvas-back ducks.

The natural drainage of this village is perfect. There are no miasmatic swamps hereabout; the water is the most wholesome to be met with in nature, and intermittent fever is unknown here. A line of stages connects this village with the historic village of the same name, situated about four miles distant, once a

half-stone town, and destroyed by Tarleton and his rangers during the Revolution. The town is also supplied with a line of stores, among the best to be met with along the entire road; in addition, a first-class hotel and livery stable. A large number of the most inviting private boarding houses for Summer boarders are located in this vicinity to meet the demands of those wishing to avail themselves of the advantages offered by this beautiful hamlet. Speeding on, we soon come to a stop at

Katonah, a romantic village named after an Indian chief, who originally owned all the land hereabout, a large tract of which was secured by the Jay family, who for generations past have made it their home.

KATONAH.

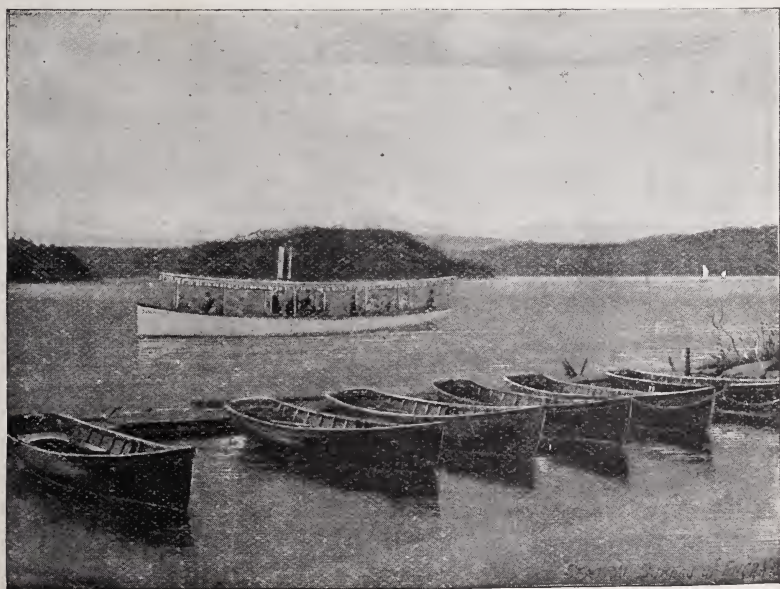
Katonah is 42 miles from New York, has a population of about 700, and is situated near the boundary line between Westchester and Putnam Counties. It is noted for its hills and valleys, pure water and bracing air. The extensive traveler will, now and then, find a place where those who become accustomed to its scenery and general surroundings seldom migrate, and contentedly live on to a good old age, when the homestead is handed down to the next generation. Katonah is such a place. A beautiful stream of pure, clear water runs through the village, formed by two branches of the Cross River and the Beaver Dam, the former finding its origin in Lake Waccabuc, and the latter in Woodland Springs. Both streams abound in trout. The "whirr" of the partridge, the whistle of the quail, the bark of the gray squirrel, as well as of the thieving fox in the poultry yard, remind one that it is "country," and all afford fine sport when the "law is off." The town is fully up to its rural surroundings, and the enterprise of residents may have carried it a little beyond. It has two fine churches, a village improvement society, composed of its most eminent citizens, who have provided many conveniences and luxuries, including

sidewalks, shade trees and street lamps. There is also a commodious reading-room, with an extensive library, largely sustained and patronized by Hon. John Jay, Hon. William H. Robertson and Hon. Henry E. Pellew. There are two stage lines in operation from Katonah; one runs to Boutonville, nine and a half miles, stopping *en route* at Cross River and South Salem; another runs to Lake Waccabuc, seven miles. The railroad company has set apart a piece of ground along the platform at the station, which is beautifully laid out with flowers during the Summer. A ride of two miles farther brings us to

Golden's Bridge. This quaint little place, 44 miles from New York, may very justly feel a natural pride in its surroundings. About
GOLDEN'S BRIDGE. four miles to the east of the bridge, at the terminus of a drive or walk that presents a constant succession of charming surprises of nature, we find little

Lake Waccabuc, smiling back at the sun, or timidly hiding its ripples in the long shadows of high, overhanging foliage. Like all the lakes in this section, Lake Waccabuc is well stocked with the choicest variety
LAKE WACCABUC. of fish.

Twenty years ago the tourist wishing to visit this section of Westchester County could not do so in comfort. The luxury of comfortably equipped cars was wanting after White Plains was reached, and one of the old style four-hand coaches was substituted for the remainder of the trip. But now things are



LAKE WACCABUC.

different. A short ride on the Harlem Railroad to Golden's Bridge, and a drive or walk of a few miles over the country eastward, brings him to Waccabuc Lakes. As he rides along he sees some of the innumerable hiding places of the cowboys of a hundred years ago—the "bummers" of the Revolution. A couple of Washington's headquarters are reached, and after winding through a beautiful wood the three lakes of Waccabuc suddenly lie beneath you, strung like glittering jewels on a stream which is so shaded by overhanging boughs that the sun never reaches its waters. These lakes are located among the hills for which Westchester County is justly noted, and are remarkably picturesque. The city authorities of New York have deepened the channels which connect them, so as to have a free flow of water into the last lake, which flows into Croton River near by. The passages between the lakes are from half a mile to a mile in length, through the woods, and each lake is from four to six miles in circumference. Choice varieties of fish are plentiful, and the country abounds with small game, furnishing ample recreation for sportsman and angler.

The country is rich with stories of red-coats and Indians, and many traces of the latter are still to be seen. In the center of the lake is the little island of



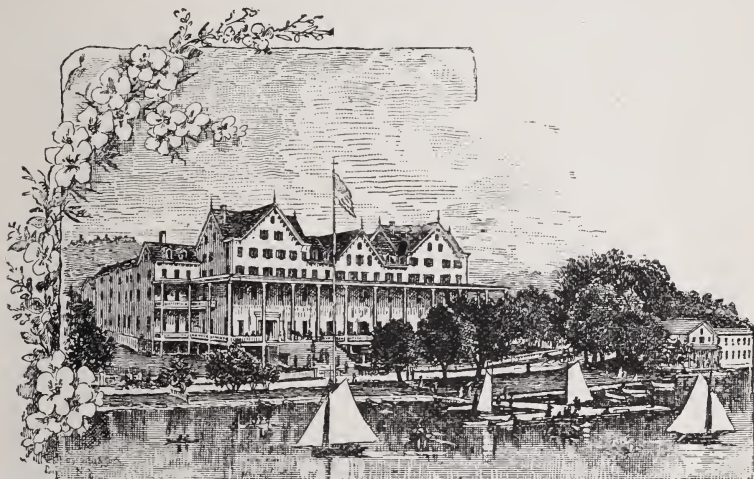
FOREST HOUSE, "INTERLAKEN," LAKE MAHOPAC.

Juan Fernandez, with its curious Indian ovens, and a little beyond it is the Cedar Grove, a small hill, beautifully shaded, and almost surrounded by water—a spot deservedly popular with picnicing tourists as well as rustic swains and sweethearts.

At Golden's Bridge we take the Lake Mahopac branch of the Harlem Railroad, and ascending a grade of 85 feet to the mile, for seven miles, we reach one of the most Eden-like spots on the face of the globe—

Lake Mahopac. The Harlem Road has recently constructed here a handsome new station of the Queen Anne style, containing a spacious waiting room, ticket and telegraph offices and a covered platform 12 feet wide and 200 feet long. It is located at the junction of the Peekskill and Cross roads, and distant about 300 feet from the water line of the lake.

This locality has long been known as a charming Summer retreat, and improved facilities now furnished by the Harlem Railroad for reaching it, the ample accommodations provided by the excellent hotels and neighboring farm-



THOMPSON'S HOTEL, LAKE MAHOPAC.

houses, make it more accessible and popular than ever before. The lake, which has an elevation of nearly 1,000 feet above the sea, although but a few miles therefrom, covers an area of 700 acres, interspersed with lovely islets, and abounding in such rare fish as black bass, white and yellow perch, pickerel, etc. Mosquitoes are unknown here, and boating, which at all times is an attractive feature at Lake Mahopac, is by moonlight a reminder of fairyland. The charm of its scenery; its unsurpassed drives, including the grand boulevard, which entirely encircles the lake, nine miles; its healthful atmosphere, the variety of pastimes to be enjoyed, free from unpleasant surroundings, together with the superior accommodations to be obtained at reasonable rates, make Lake Mahopac a place of resort that has few equals.

The principal hotels are Thompson's, beautifully situated on the shore of the lake, and with accommodations for about 400 guests, and the Dean House, accommodating about 150, and the new Forest House at Interlaken.

Lakes Waccabuc, Oscawana and Peach, each with its own special charm, are all within easy driving distance. Situated in the midst of so much that is interesting, it is not surprising that the prettiest little lake in our State should every

Summer attract crowds of visitors from near and far. A line of stages runs daily between Lake Mahopac and Peekskill, 14 miles, stopping at Mahopac Falls, Jefferson Valley, Shrub Oak and Lake Mohegan. Situated about midway between Golden's Bridge and Lake Mahopac, on the Lake Mahopac Branch of the Harlem Railroad, we find the quiet little hamlet of

Somer's Centre, whose every appearance bespeaks comfort, content and health. It has an elevation of 1,000 feet above the sea, and is entirely free from all malarial influences. The surrounding country is mountainous in character, charmingly clothed with verdure, and liberally supplied with game, both aerial and aquatic, there being four lakes (including Lake Mahopac) within a radius of three miles. The history of Somer's Centre is full of interest, and on every hand can be seen mementos of the Revolutionary days. The oldest Methodist Episcopal church in America is situated here, and has held continuous service from Sabbath to Sabbath since the year 1790. The drives about the surrounding country are all that can be



DEAN HOUSE, LAKE MAHOPAC.

desired, and the accommodations for Summer boarders are exceedingly good and liberal. Returning to Golden's Bridge, we resume our journey on the main line, and, after passing through Purdy's and Croton Falls, we enter Putnam County, and stop at

Brewster, an enterprising and growing village, 52 miles from New York, with a population of nearly 2,500. Connections are made here in Union Station

with the New York & New England Railroad for Danbury, Waterbury, Hartford, Willimantic, etc. The surrounding country is rich in farms, iron mines, delight-

BREWSTER. ful drives, lakes well stocked with fish, and historical reminiscences, while its healthfulness is established beyond question by such evidences as the absence of malarial influences, and the long and contented lives of its happy inhabitants. Among the farms worthy of notice may be mentioned the broad acres once tilled by the late Daniel Drew, now occupied by his only son, William H. Drew; the large estate left by the late Joshua Barnum to his son Stephen C. Barnum; "Fairview," recently sold by John P. Kennedy, President of the Mutual Gas Light Company of New York City, to C. C. Fitzhugh; and "Stonehenge," the residence of Seth B. Howe, the wealthiest retired showman in the world. The iron mines are celebrated for the richness of the deposit and the fine engineering displayed in mining and raising the ore. Scores of students from various colleges and mining schools visit the mines to witness the practical part of the work and obtain specimens. They, as well as other visitors, are cordially welcomed by the superintendents in charge.

On Doansburg Hill, east of the village, may be seen the birth-place of Chancellor Kent, and a church is still standing on the site that was occupied by

DOANSBURG HILL. Rev. Elisha Kent, the Chancellor's grandfather, about 1740. Houses in which the Minute Men held meetings at the beginning of the Revolutionary War are pointed out, and many near descen-



RUINS OF CHANCELLOR KENT'S HOUSE.

ants of officers in that war are living in that vicinity. The storage reservoir, maintained for the supply of Croton water to New York City, is a beautiful sheet of water, surrounded by a macadamized driveway. Another reservoir, known as "Sodam Dam," is now being constructed one mile east of the village. The

factory of the New York Condensed Milk Company, on the east branch of the Croton River, receives the milk of 8,000 cows, and produces daily 25,000 pounds of "Gail Borden's Eagle Brand Condensed Milk," which, as is well known, enjoys a world-wide reputation. The drives about Brewster are easy and interesting, and the country around is noted for its fine scenery. Resuming our way again, and passing the pretty little village of Dykeman's, we come in sight of the extensive store-houses of the National Ice Company at Ice Pond, the source of New York City's principal ice supply. The pond—certainly worthy of a more distinctive appellation—is a beautiful sheet of water of crystal purity—and lies among the hills a little to the east of the railroad track. It abounds with several varieties of fish, and in Summer is a favorite resort of anglers. Two miles further on is

Towners, delightfully situated in the midst of a fine grazing country. Milk

TOWNERS.

is naturally the chief product, but tobacco is also cultivated quite successfully. Leaving Towners we speed away over a level stretch for several miles, until we come to

Patterson, one of the most beautiful villages in Putnam County, and an ideal spot to spend the Summer months. Farming is the chief occupation, and so

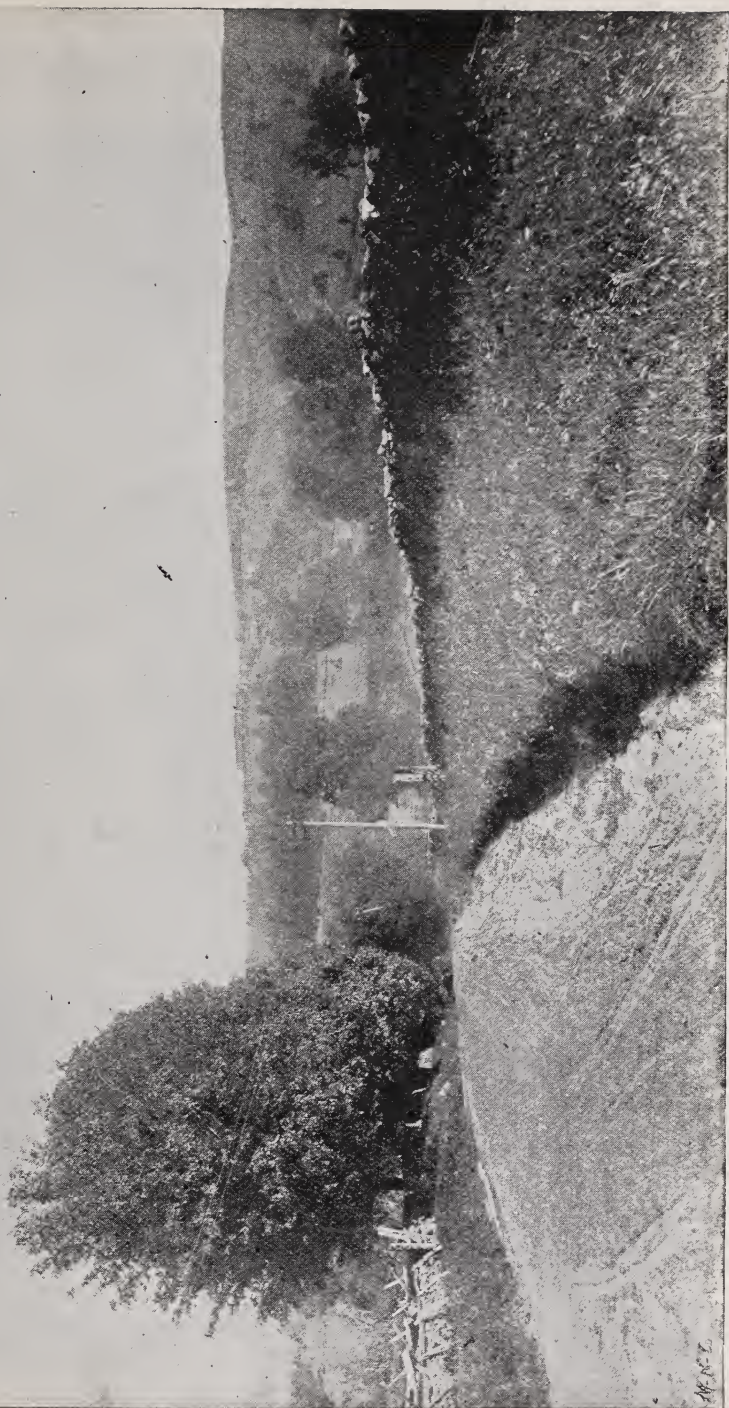
PATTERSON.

fertile is the soil and the conditions of climate so favorable that bountiful crops are the rule. All the surroundings of this place are picturesque, the combination of hill and dale, stream and meadow, being very pleasant to the eye. There are a number of handsome houses in the village and several churches. The stock farm of Mr. E. A. Hayt is one of the finest in this part of the State, and is visited by every one who comes to Patterson. A quarry has recently been discovered just back of the village, which yields a very fine quality of colored marble, resembling closely in its markings and general appearance Mexican onyx. Experts pronounce it the only deposit of the kind in the United States, and it is expected that it will very largely supply the place of fine foreign marbles in interior decorations, etc. The discovery was made by the merest accident a little over a year ago, by a party of prospectors, who were endeavoring to locate a white marble quarry. A company has been incorporated under the title of the Buch-Allen Marble Company, and the work is being pushed with energy. A few minutes after leaving Patterson, we enter Dutchess County, and arrive at

Pawling, a charming place of about 1,200 population, 63 miles from New York, and especially fitted by Nature and art for a first-class Summer resort.

PAWLING.

Situated some 700 feet above the level of the sea, the air is remarkably pure, bracing and delightful. The location is certainly as healthful as any in the country, and, with the rapid transit of the Harlem Railroad, is so near the great metropolis that business men may spend seven or eight hours in the city between ordinary breakfast and dinner hours,



QUAKER HILL, LOOKING EAST FROM PAWLING — MIZZENTOP HOTEL IN THE DISTANCE.

W. H. L.

and breathe an absolutely pure and healthy atmosphere 14 hours out of 24. Mosquitoes and malaria are unknown here. Pawling is indebted to the enterprise, liberality and public spirit of John B. Dutcher, Esq., for one of the handsomest and best appointed hotels to be found anywhere. In addition to the beautiful grounds about the hotel, which include some eight or ten acres, and which have been laid out with pleasing and artistic effect, a handsomely improved park of 200 acres has been provided for the pleasure and comfort of guests and visitors. Among the varied attractions of the park is the beautiful

Green Mountain Lake, well stocked with bass and other choice fish ; a beautiful evergreen mountain, with both walks and a driveway to its summit, which commands a delightful view ; there is a club and boat-house of handsome design and ample proportions ; also, in the park an excellent half-mile driving course, which is maintained in good condition during the season. Within a few miles of Pawling there are several lakes. The nearest, about half a mile from the hotel, is Green Mountain Lake, in Dutcher Park. Whaley and Little Lakes, near by, are noted for their excellent black bass, while Hammersley's Lake, a beautiful sheet of water with shaded lawns encircling it, is especially popular with such

**GREEN MOUNTAIN
LAKE.**



RESIDENCE OF JOHN B. DUTCHER, ESQ., PAWLING.



From "Outing."

DUTCHER HOUSE, PAWLING.

Copyrighted.

as are romantically inclined. From the summits of Mount Tom and West Mountain, situated about a mile to the west of Pawling, a view is presented of Catskill Mountains, 60 miles away.

To the east of the village—about three miles—is Quaker Hill. Upon the summit is the Mizzen-top Hotel, situated at an actual elevation of 1,300 feet above the sea, and commanding some of the finest scenery found

QUAKER HILL. in the North. The healthfulness of the place is unsurpassed, the sanitary arrangements perfect. The air is cool, dry, invigorating and sleep-producing. The walks and drives in the vicinity of Mizzen-top are beautiful. Hammersley Lake, within one and one half miles, furnishes excellent fishing.

The historical associations of Quaker Hill are full of interest. Here Washington's headquarters were located during the Revolution, and the house occupied by Washington and Lafayette remains but slightly altered. The old Quaker Meeting House, erected in 1764, is within walking distance of the hotel. Continuing our way, we pass the little villages of South Dover and Dover Furnace, and come to

Dover Plains, an interesting town of between 700 and 800 population, 76 miles from New York. There is no more picturesque region within a few hours' ride



From "OUTING."

STREET IN PAWLING.

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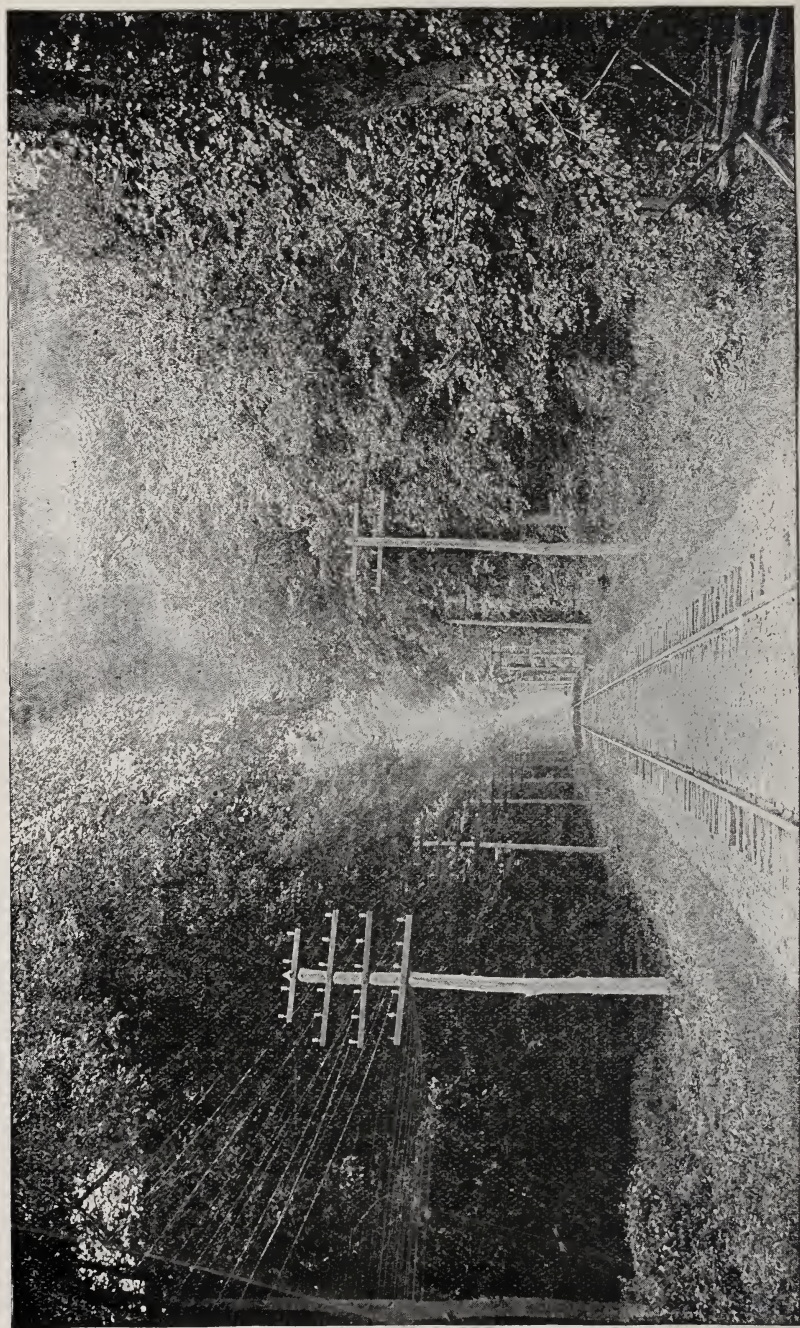
of New York City, by rail, than the hill country of eastern Dutchess County lying along the borders of Connecticut, and traversed by the Harlem Railroad. The two ranges of lofty uplands known as Quaker

DOVER PLAINS. Hill and Chestnut Ridge may justly be ranked among the most healthful localities in the State. Chestnut Ridge is about three miles in length, north and south, and forms a part of the water-shed between the Hudson and Housatonic rivers. Its mean altitude is about 1,100 feet above tide-water. It is a fragment of the Blue Ridge branch of the Appalachian chain of mountains, which is cleft by the Hudson at West Point, and, stretching away north-eastward, includes the lofty Taghkanick and Berkshire Hills in Western



BROOK, NEAR SOUTH DOVER.

Massachusetts and fraternizes with the Green Mountains of Vermont and White Mountains of New Hampshire. The outlook from the Ridge in all directions is magnificent. From one point there is an uninterrupted view of the entire Catskill and Shawangunk Mountain ranges, west of the Hudson, 80 miles in extent, from the Highlands to the Helderbergh Hills in Albany County. The Ridge itself is one of the richest grazing and fruit regions in the State, nearly every acre being tillable land, and its healthfulness is proverbial. The summit of the Ridge is reached by a picturesque highway, three miles from Dover Plains Station. One of the points of interest to strangers is the magnificent Stock Farm of Mr. D. H. Sherman, the General Live Stock Agent of the Erie



HARLEM RAILROAD, NEAR SOUTH DOVER

Road. Some of the finest Holstein cattle in the country have been bred by him. At Dover Plains are the famous "Wells" and the "Old Stone Church," and both will repay a visit. The small streams flowing from the western hills have worn deep ravines, and in several places have formed beautiful cascades. About



THE WELLS, NEAR DOVER PLAINS.

a mile southwest of the village of Dover Plains a small stream flows down the mountain in a succession of rapids, three to twelve feet in height, and at the foot of each fall smooth, rounded holes, called "The Wells," have been worn in the rocks to a considerable depth. Above these, on the mountains, in a wooded gorge with romantic and picturesque surroundings, is

**OLD
STONE CHURCH.** The Old Stone Church. A small stream of water, after leaving a little lake at the foot of the slope at Plymouth Hill, glides in murmuring rapids nearly every foot of the way until it reaches a point in the mountains west of Dover Plains village, whence it descends in sparkling cascades to the level fields below. This small stream, in its passage down this declivity for ages, has worn for itself

a remarkable channel through the rocks. At a point toward the foot of the mountain it has wrought an extensive Cavern, the entrance to it at the outlet of the stream being in the form of a Gothic arch. The "Church" is illuminated by a skylight formed by a fissure in the rocks above. This light is pleasantly reflected upon the rocky sides of the church, and reveals a fallen rock, which, from its position and form, is called the "Pulpit." Out of the arched door the brook—the patient architect of the church—flows gently, and then leaps in cascades and rapids to the plains below. From the apex of the roof the cavern gradually widens until, at the base, the span of the arch is about 25 feet. At the farther extremity of the church is a beautiful waterfall, over which a staircase leads to extensive ledges of rocks at a height of 30 feet, forming commodious galleries overlooking the body of the church. The massive sombre archway of



OLD STONE CHURCH, NEAR DOVER PLAINS.

the stone church cave, the pulpit rock, the walls almost perfectly arched, and papered with green moss and white lichen, the sound of falling water, and even the spray behind the pulpit, like the sprinkling of holy incense—all contribute

to make it a church of Nature's own fashioning, literally a little cathedral "not made with hands."

The Great Preacher continues the same old service within its shadowed recesses that was commenced ages ago, and which proceeds with the same

solemn stateliness whether men bear or forbear. Day and night, without ceasing, vespers, midnight mass and matins proceed. The deep-toned organ peals as if it were the wind, and the chant of the choir mingles its silvery tones as musically as the falling of water; trumpet and cymbal and harp peal and fade and echo, and through them tremble tones like the far-off voices of young men and maidens singing. At sun-rise, through all the long Summer day, at twilight, at evening, and louder as night deepens, the eternal service proceeds, unwearied by the watchers of the day, by the changes of season, by the lapse of years, or by the procession of centuries. The Indian hushed and heard it; the white frontiersman heard it; and it mingles just the same with silence or with the shriek of the locomotive as we hurry on our journey, and in a few minutes find ourselves at



SHAKESPEARE STATUE, IN
CENTRAL PARK.

Wassaic, a cosy little town of about 400 inhabitants, 81 miles from New York, that has surprised many tourists, familiar with our own and foreign lands, with the imposing grandeur and beauty of its scenery.

WASSAIC.

A more delightful spot is rarely found. There is a quaintness, too, about the place, its surroundings, the numerous quiet nooks and shady retreats, that is sure to fascinate the tourist, and afford the Summer resident continual enjoyment.

The New York Condensed Milk Company have another of their model factories here, which gives employment to several hundred hands, mostly recruited among the sons and daughters of neighboring farmers. The process of condensing the milk and putting it into cans, ready for the market, is intensely interesting, and requires some very wonderful machinery. Three miles farther we come to

Amenia, a handsome and thriving place, 84 miles from New York, with a population of about 600. The valley here widens into a bay of rolling meadow land, very much as the Hudson broadens at Newburgh to

AMENIA.

one coming up the highlands. The Taghkanick Mountains extend along the east border, and the Highlands belonging to the Fishkill Range extend through the west part. No country affords finer contrasts of

mountain, hill, ravine, wood and cultivated plain. All its approaches from the west are beside streams, through gorges, up and down steep declivities as wild and varied as those of far-famed Switzerland. The contrast between the fairness of a clear Summer afternoon and a rugged thunder-storm in the night is not greater than that of the fair fields of Lithgow and the stern, dark mountains and fearful ruggedness of Deep Hollow.

Standing on an eminence, midway between the east and west ranges, and occupying one of the finest points in the Harlem Valley, is the Amenia Seminary, founded in 1835.

Sharon Street, in the State of Connecticut, is three and a half miles east of Amenia Station, or two and a half miles from Sharon Station, with which it connects by stage. Many Summer boarders are attracted to this spot by the rural loveliness of the place, the "Street" being 200 feet wide and about two miles long. Ranging along either side of this superb avenue are grand old elms whose leafy branches intertwine o'erhead, forming a natural arbor of rare beauty and proportions. Situated at an elevation of 780 feet, it commands many and beautiful views across to the Berkshire Hills, the intervening landscape being dotted with thrifty farms and old residences erected more than a hundred years ago, but so well preserved that



SHARON STREET, CONNECTICUT.

they scarcely show the wear of two generations. The principal hotel is the Sharon Inn, conducted by genial Solomon Kirby, but excellent accommodations are obtainable at a score of other houses in the village. Indeed, the only business prosecuted with any diligence during the season is that of keeping Summer boarders. The drive across through the Sharon Valley is one of the most delightful imaginable, and unfolds a succession of charming views. The drives in this region are charming, and in point of healthfulness and in freedom from all that is annoying, nothing is left to be desired. Passing through Sharon Station and Coleman's, we arrive at

Millerton, 92 miles from New York. Population about 700. At this point the Harlem Railroad connects

with the Newburgh, Dutchess &

MILLERTON.

Connecticut Railroad for Millbrook, Matteawan and Newburgh. Lakeville, the home of ex-Governor Holly, of Connecticut, is a charming vil-

lage. Two miles to the north of it is the residence of

William H. Barnum, Esq. Millerton is situated on high ground, is exceedingly healthy, and enjoys cool nights

through the warmest weather. There are few places that have so many attractions within a radius of from eight to ten miles. Twin

Lakes are especially grand, the largest or north lake, being about eight miles in circumference. Near Millerton is the oldest iron mine in the United States. The

ore from this mine was used in making cannon for the patriot army of the Revolutionary War. Continuing on our way, we next come to

Mount Riga, 95 miles from New York, and the highest point on the line of the Harlem Railroad, and which lies at an elevation of 672 feet above tide level. The

village has a population of about 500. It lies in a valley

MOUNT RIGA.

three-fourths of a mile wide, bounded on the east by the mountain from which it derives its name, and on the west by a range of high hills running north about four miles. The principal or most prominent hill,

called "Cave Hill," is directly opposite the village, and is covered by a handsome forest growth. On a steep side of this hill is an extensive cave, which, to a

depth of 400 feet, contains apartments 50 feet high. It has never been fully explored farther than 400 feet from its mouth, owing to the narrowness of the

passage at that point. Three miles distant, on the very summit of Mount Riga, are two large lakes, abounding with many varieties of choice fish. Two miles

north of the village, Webotuck Brook has its source; running south through the valley, and augmented by numerous small tributaries, it becomes quite a stream



LINCOLN STATUE, IN UNION SQUARE.

of pure spring water, and affords good trout fishing. Four miles from the village, on Riga Range, is the highest point in the State of Connecticut. The next point we reach is

Boston Corners, an interesting town in Columbia County, 99 miles from New York, and the junction of the Harlem Railroad with the Philadelphia, Reading & New England and the New York & Massachusetts Railroads. Boston Corners will long be remembered as the place where the famous prize fight between John Morrissey and Yankee Sulli-



THE BLASTED OAK, NEAR MT. RIGA, HIGHEST POINT ON HARLEM RAILROAD.

van occurred. At the point where the "ring was pitched" one can step from the State of New York into Connecticut or Massachusetts. Resuming our way, a ride of five miles brings us to

Copake, 104 miles from New York, and with a population of about 400. Here are extensive iron works, and about two miles east of the station are the famous Bash-Bish Falls, a favorite resort for picnic parties, and, as to scenery, is

one of the finest points of observation between New York and Montreal. The waters come dashing down the mountain side in a reckless sort of glee, splashing and leaping from crag to crag, while here and there, in a sunlit opening of the grand old forest, is the tasteful residence of some admirer of the picturesque in Nature. The Gorge, the Rock Cliffs, the Eagle's Nest and Sunset Cliff are well worthy of an afternoon's visit. Five miles from Copake (or Copake Iron Works, as the station is now called) is

COPAKE.

Mount Washington, the southwestern township of Berkshire County, Massachusetts. It includes a plateau of several miles in extent, with an elevation of 2,000 feet, and is bordered by mountain tops which rise several hundred feet higher—Mount Everett, which has an altitude of nearly 2,700 feet, being the highest peak. Many of the surrounding mountain-tops are easily reached by delightful drives

**MOUNT
WASHINGTON.**

BASH-BISH FALLS, NEAR COPAKE.

or rambles, and afford extensive views of the lower country. Looking east from Mount Everett, the Housatonic Valley, including Great Barrington, Sheffield,



OLD MILL AT BASH-BISH FALLS, NEAR COPAKE.

Egremont and other villages, is in plain view; and to the west from Mount Alandar, the Valley of the Hudson extending to the Catskill Mountains, 35 miles away. Owing to its elevation this place is always cool and breezy, and the absence of manufacturing of any kind renders the air and water pure. The scenery is varied and picturesque in the extreme, and the seeker after pleasure finds an endless variety of attractions—waterfalls, gorges, ravines, lakes, trout streams and excellent roads, which are well kept. The drives are indeed delightful, and include the following places of interest: Sunset Rock, Prospect Rock, Mount Fray, Bare Rock Falls; Sage's Ravine, with its numerous cascades; Bash-Bish Falls, with its hotel; and, by a half mile walk at the terminus of a drive, the summit of Mount Everett. No place in Berkshire County is so favorably situated as a Summer resort as Mount Washington, and the hotels and boarding houses are well filled during the Summer months. The South Berkshire Mountain Club, an association organized for the purpose of securing to a limited number of families a sociable, enjoyable and inexpensive Summer home among the most picturesque and healthful surroundings to be found in New England, has selected as a site the Taconic Woodlands, the westerly portion of the celebrated Sky Farm, in the town of Mount Washington. The Woodlands are 1,700 feet above tide-water, and are reached by a drive of three miles over a charmingly romantic road from Copake Station. The historic Sky Farm Cottage has been selected to serve the present requirements of a club house and restaurant. Table board and accommodations for a limited number of lodgers can be had at reasonable rates. Returning to Copake, and resuming our way, a ride of a few miles brings us to

Hillsdale, a lovely spot, appropriately named, 108 miles from New York, and nine miles from Great Barrington, which is also a popular center for Summer boarders, lying, as it does, in a lap of hills, surrounded by

HILLSDALE.

rare beauty. Many persons who choose Great Barrington for their Summer home come via Harlem Railroad to Hillsdale, so as to enjoy the delightful drive of nine miles across the country. The turbulence in Hillsdale for three-fourths of a century after its first settlement by civilized people, who were composed of different nationalities, has prevented any historic record being kept of them. In 1620 the King of England granted to a New England company all the territory in America between the 40th and 48th degree of north latitude, with an unlimited boundary on the west, which, of course, embraced what is now the town of Hillsdale. Subsequently, the government of Holland conveyed to a Dutch company the territory in America between the Chesapeake Bay and the Connecticut River, the town of Hillsdale being embraced in the conveyance. In pursuance of the English grant, Robert Noble emigrated from Westfield to Hillsdale, and was the first white settler in the town. He, with his associates, procured the Indian title to land five miles square. They built a fort on what is

now the land of Leonard Johnson, at which one life was lost in the conflict under land titles, and many arrests were made under both the authorities of New York and Massachusetts, and men were long imprisoned, both at Albany and Springfield. Such is the early history of Hillsdale. One poet has sung that "A competence is all that a man can enjoy," while another has sung, "Be it ever so humble, there is no place like home." Hillsdale possesses the means for many a happy home. There is that about this vicinity which is especially welcome and enjoyable to those who love the beauties of Nature combined with a pure and invigorating atmosphere.

Continuing our journey, and passing through Craryville, Martindale and Philmont, with its manufactories and knitting-mills, we come upon one of the finest views in Hudson Valley. Well cultivated farms, with their pleasant farm-houses, slope away toward the river, and the hills covered with flocks and the valleys with corn, seem only little patches of various colors reaching away to the blue Catskills. Passing the little town of Ghent, with its peaceful population of about 500, we come to

Chatham, the terminus of the Harlem Railroad, 127 miles from New York. Population of about 3,000. This is a busy little railroad center, where connections

CHATHAM. are made with the Boston & Albany Railroad for all points west; and for Pittsfield, North Adams, Springfield and Boston, to the east. Connections are also made with the Lebanon Springs Railroad for Lebanon Springs and other points north. Chatham and its vicinity present many attractions to those who, choosing pleasant homes for the Summer, desire to seek rest and quiet from the busy turmoil of the city, and yet remain within easy reach of railroads, telegraph, post-office, etc. With its fine hotels, numerous private boarding-houses, all pleasantly located, accommodations can be furnished for a large number of guests, and at moderate prices. Or, should a more rural life be preferred during the warmer days of Summer, numberless pleasant farm houses may be found within 10 or 15 minutes' drive from the village, where all the pleasures of "life on the farm" may be enjoyed.

From the eminences in and about Chatham beautiful views may be had of the surrounding country, with the Catskill Mountains and the grand old Hudson in the distance. These, together with the pleasant drives, good roads, and pure, bracing air, add much toward making it a most desirable locality in which to take up a residence for the Summer months. The lovers of good fishing can also find numerous trout streams within a radius of a dozen miles, which are prolific with specimens of that gamy species of the fish family which delights the heart of the fisherman. The lakes of Queechy, Kinderhook and Copake furnish ample fishing grounds for bass, pickerel, perch and white fish.

THE BEAUTIFUL MOHAWK VALLEY.

ALBANY TO UTICA.

CENTRAL and Western New York abounds in varied and beautiful scenery. Smiling valleys, wooded hills, sparkling rivers, and dimpled lakes are seen on every hand as the traveler is carried swiftly past the enchanting and ever-changing landscape.

Albany, one of the most flourishing cities in the East, and the capital of New York State, is situated on three hills on the west bank of the Hudson, six miles

ALBANY.

below the head of tide-water, and at the point where the Erie and Champlain Canals join the river.

Founded by the Dutch as a trading-post in 1614, and called Fort Orange, it is the oldest surviving European settlement in the thirteen original States—Jamestown, Va., founded seven years earlier (in 1607), having long ceased to be inhabited, only the ruins of a church tower and a few tombstones remaining to mark the spot. In 1644 its present name was given it, in honor of the Duke of York and Albany (afterwards James II.). It was chartered in 1686, and became the State capital in 1797. Owing to its commanding position at the head of navigation on the river, Albany is most advantageously situated for com-



THE HELDERBERG MOUNTAINS, NEAR ALBANY.

merce, and is the chief emporium for the transit trade of the coast towns with those of the North and Northwest. It is also the center in which a number of railways meet, connecting it with the East by the Boston & Albany and the Fitchburg railroads; with the North and Canada by the Delaware & Hudson Canal Company's Railroad; with the West and South by the New York Central & Hudson River Railroad; with the Southwest by the Albany & Susquehanna

Railroad. It has water communication on the North by the Champlain Canal; with the west by the Erie Canal, and with the South by the Hudson River. There are two bridges over the Hudson, built by the New York Central & Hudson River Railroad. Tourists from the North, East, and South, bound for Sharon Springs, Cooperstown, and Otsego Lake, can quickly reach their destination by taking the Albany & Susquehanna Division of the Delaware & Hudson Canal Company's Railroad. Of the public buildings, the New Capitol is a very large and imposing edifice, covering more than three acres of ground, and is one of the finest and most expensive buildings in the State. Washington Park, of which Albany is justly proud, covers about 100 acres, and has three miles of excellent driveway and six miles of walk.

Schenectady, a city of about 24,000 inhabitants, situated on the right bank of the Mohawk River, on a spot which once formed the council-ground of the Mohawks, was founded in 1661 by Arent Van Corlear. It

SCHENECTADY.

is the seat of Union College, one of the oldest educational institutions in the country, many of whose graduates have attained prominence in National and State affairs. There are also extensive electrical, iron and locomotive works and car shops here, employing several thousand men. The burning of Schenectady and the massacre of its inhabitants, which took place February 9, 1690, was one of the tragic events which marked the early struggles of European nations for supremacy on this continent. The invaders were Frenchmen and Indians from Montreal, under the command of Lieut. Le Moyne de St. Helene, who passed down the Mohawk by way of Lake Champlain and the trails branching southward from the head of that lake. The march was made on snowshoes, and was one of the most notable undertakings in the early history of border warfare. Success depended on surprising the town at night and preventing any adequate defense. The surprise was complete, and only sixty, old people and children, were spared. Connections are here made with the Delaware & Hudson Railroad for Ballston, Saratoga, Lake George and Lake Champlain.

From Schenectady to Little Falls the New York Central passes directly through the ancient hunting grounds of the Mohawks. The three villages, occupied by the tribe between 1640 and 1666, were near the river, on the south side. The first one, called Os-seru-e-non, was a short distance west of Amsterdam. Here the Jesuit missionary, Joguse, was killed, and the Jesuits have bought the site and erected a shrine. The second was On-da-gom, and was a little west of Fultonville; the third, Te-on-on-to-gen, was at Spraker's Basin. They were all burned by the French in 1666.



The Shrine, near Auriesville, opposite Akin. In sight from trains of the New York Central.

Many interesting relics have been found on all these sites. The tribe next lived on the north side of the river, and their five villages were located between Fonda and Little Falls. About 1700 they again migrated to the south side, and remained there until their exodus to Canada, where they still reside.

There are in Mohawk County two sites which are pre-historic. These are far from the river, and are very old. On both of these sites there has been dug up a great abundance of pottery, pipes, bone and stone implements, and other interesting relics of the Stone Age.



OLD FORT JOHNSON, AMSTERDAM.

Amsterdam, now an enterprising and prosperous city of over 20,000 inhabitants, doesn't retain many traces of its Indian origin. It has many large factories, including the extensive carpet factories of S. Sandford & Sons, the linseed oil works of Kellogg & Miller, carriage spring, broom and boiler works on a large scale, and is located in the midst of romantic scenery.

AMSTERDAM.

A short distance west of the station is Guy Park, a historic mansion, originally built in 1776 by Sir William Johnson, for his nephew and son-in-law, Guy Johnson. The family, being staunch loyalists, were compelled to flee to Canada at the close of the Revolution, and the place was then confiscated and sold. Mount Johnson, another famous house belonging to the Johnson family, still in a fair state of preservation, may be seen at Akin, the first station west of Amsterdam. It is a large, substantial stone building erected in 1744, and was a notable place for many years. Here Sir William lived in fine style, and here were held many great councils and

AKIN.



RESIDENCE OF SIR GUY JOHNSON, AMSTERDAM.



THE MOHAWK RIVER AT AMSTERDAM, ON THE NEW YORK CENTRAL.

big talks with the Indians. It has been often visited and described by travelers.

Farming is the principal occupation hereabouts, although a large knitting mill recently established gives employment to many of the villagers.

Passing the charming village of Tribes Hill, the next place of note on the line is Fonda, the county seat of Montgomery County. Johnstown and Gloversville, two thriving towns with a world-wide reputation for their glove and mitten manufactories, are connected with the main line at this point by the Fonda, Johnstown & Gloversville Railroad.

FONDA.

A ride of twelve miles through a fertile and beautiful country brings us to Palatine Bridge, one of the most attractive and interesting places in the valley of the Mohawk. The town derives its name from the **PALATINE BRIDGE.** Palatinates, who, shortly after Queen Anne's time, came here from Germany and settled. Near the river, half a mile west of the bridge, an old white stone house can be seen. It is known as the old Frey house, or the "Old Fort," the latter from the fact that it was palisaded, and used as a military



PALATINE BRIDGE.

post during the French wars, two companies of British troops being stationed there. The house was built in 1739, and that it is still in a fair state of preservation, in spite of the many vicissitudes through which it has passed, argues well for the skill and character of the workmen of our forefathers' time. The Frey family came from Switzerland in 1689, bought land of the Mohawks, and have continued in possession ever since, the seventh generation now living in a house that can be seen in a grove to the north of the "Old Fort." To the present representative of the family, Mr. S. L. Frey, we are indebted for many of the facts concerning the early history and development of the Mohawk Valley which appear in these pages. Mr. Frey has made a life study of such history, and is probably the best living authority on all matters pertaining to this subject. The Frey house was a very prominent point during the Revolution, being then occupied by Major John Frey, one of the heroes of Oriskany, and Chairman of the Tryon County Committee of Safety. The walls of the house show a row of



SCHOHARIE CREEK, NEAR TRIBES HILL, ON THE NEW YORK CENTRAL.

loop holes all around, and it has the great beams and double doors characteristic of the old Colonial houses. Being located on the "King's Highway," it became a favorite stopping place for travelers, and in its time has sheltered Schuyler,



QUEEN ANNE'S RECTORY, FORT HUNTER.

Hamilton, Brant and Clinton. John Jacob Astor, when tramping for furs, often spent the night here.

Besides this old Frey house, there are many other Revolutionary buildings, and places of historical interest in the town of Palatine.

The battle of Stone Arabia, an incident in the raid of Sir John Johnson and Brant, took place in October, 1780. The battlefield is about a mile north of Palatine Bridge. On the British side there was a mixed horde of about 1,500 Indians and Tories who had been for several days laying waste the surrounding country, and



IN THE MOHAWK VALLEY.

bringing terror to the hearts of the inhabitants. Col. John Brown, stationed at Fort Paris, in Stone Arabia, attempted to turn back this great mob of scalpers and incendiaries, and in the action was killed, with forty or fifty of his men. A great boulder, appropriately inscribed, marks the spot.

Canajoharie is a flourishing village on the other side of the Mohawk, opposite Palatine Bridge. It has a population of over 3,000, and is noted for its fine

stone quarries. Among the well-known residents of the place are ex-Senator James Arkell, and his son, the well-known publisher of *Judge*, and *Frank Leslie's Weekly*, Mr. W. J. Arkell.

The "Round Top," only the walls of which are now standing, is the name given to an old house, a little distance below the village. It was built by the



FORT RENSSELAER, AT CANAJOHARIE.

Kanes—ancestors of the Arctic explorer,—and was used as a store and trading post after the Revolution. It was the scene of the celebrated "Yankee Pass" story, and under its hospitable roof many distinguished men were entertained. Here, it is said, that Tom Moore wrote his oft-quoted lines—

"From rise of morn, till set of sun,
I've seen the mighty Mohawk run."

It was a round-topped stone house, with a roof covered with lead, and the Kanes did a very extensive trade up and down the river, the transportation being by flat-bottomed bateaux and Durham boats.

Another old house, to which attaches a great deal of interest on account of its associations, is called Fort Rensselaer. It was built in 1750 by one Martin James Van Alstine, a Hollander, who came from the town of Half-Moon, near Albany. He was a farmer and miller, and also entertained travelers and transient guests. At the outbreak of the Revolution, the house being centrally located,



OLD EHLE HOUSE, FORT PLAIN.

manufactories—two silk mills and an extensive furniture factory being included in the number, as well as the largest spring and axle works in the world. The Clinton Liberal Institute, one of the leading military schools of the State, occupies a commanding position overlooking the valley. Gov. Clarke, one of the Colonial Governors of New York,

FORT PLAIN.

built a large house here in the midst of the forest in 1751, but at the time of the Revolution there were but a few scattered farm houses at this point. The fort was built in 1776 at the beginning of the war, and an additional block-house in 1781. It was a post of importance, the headquarters of Col. Willett, and was one of the places where the people fled for refuge during the many raids that

laid waste the valley. Washington was here at one time, and General Clinton. A daily stage line runs between Fort Plain and the historic towns of Cherry Valley and Cooperstown, on Otsego Lake, a distance of 22 miles.

The Ehle House, built in 1752, by Jacob H. Ehle, an early Lutheran minister, stands near the railroad on the north side, a short distance east of the village, and at the western end of the Van Slyck Patent, granted in 1716, through which

the tracks of the New York Central run for six miles. On the opposite side of the river from this house the Mohawk Indians had their middle castle or village from about 1700 to the Revolution.

The old Palatine Church stands about two miles west of the station. It was erected in 1770, and is a substantial stone building with a steeple, on which is a weather cock of the Colonial pattern.

OLD PALATINE CHURCH AND PARSONAGE,
NEAR FORT PLAIN.

COCHRANE HOUSE, FORT PLAIN.

There are two other old churches in the town, one built in 1788 and the other in 1792, and both to replace others that were burned by Sir John Johnson in 1780; but these are back from the river among the hills.

A little distance west of the old Palatine Church stands the Cochrane House, a large square structure with tall chimneys. It was built towards the close of



BIRD'S-EYE VIEW OF FORT PLAIN.

the last century, by Major John Cochrane, Surgeon-General of the United States Army, during the Revolution. The major was a man of mark and prominence, and connected by marriage with the family of General Philip Schuyler.

A further ride of ten miles brings the traveler to the busy town of Little Falls, having a population of about 9,500. The town is romantically situated, and many elegant dwellings stand upon steep acclivities,

LITTLE FALLS.

commanding views of grand and attractive scenery. The town contains numerous manufactories, knit goods being the chief product. It



MOHAWK VALLEY, EAST FROM LITTLE FALLS.

is also one of the principal cheese markets of the State. Abundant water-power is supplied by the Mohawk River, which at this point has a fall of 45 feet in half a mile.

Herkimer, a busy manufacturing village of about 4,500 inhabitants, is the county seat of Herkimer County, which is principally noted for its production of cheese and butter. There are manufactured at Herki-

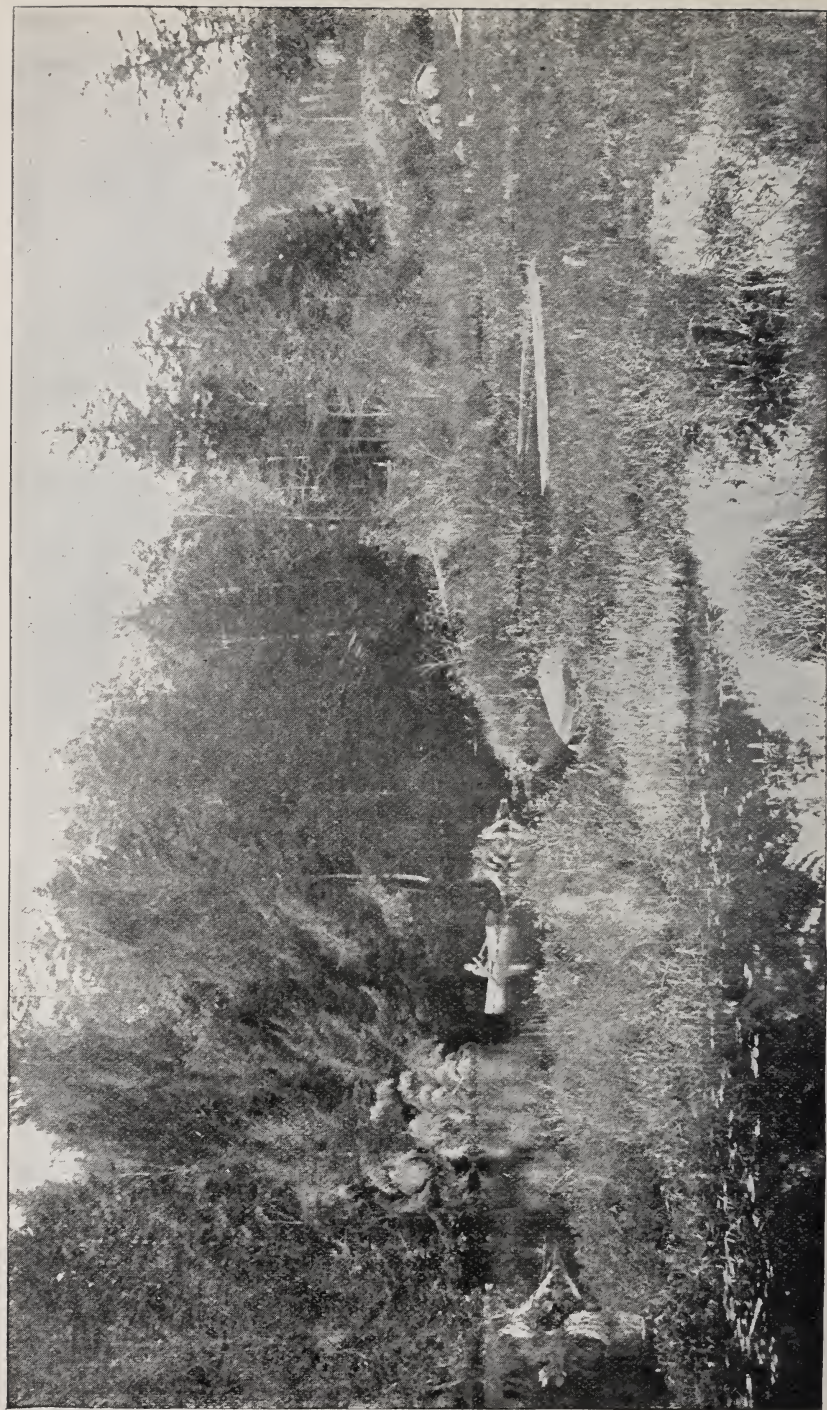
HERKIMER. mer paper, knit goods, furniture, lumber, flour and feed, air guns and machinery, and cigars. Here connection is made with the Adirondack & St. Lawrence Line, the route of magnificent through parlor and sleeping cars and day coaches from New York to all points in the mountains, also to Montreal, Quebec and Ottawa. The line of the Adirondack & St. Lawrence passes directly through the heart of the great forest. Starting from Herkimer it follows the West Canada Creek to Trenton Falls, on through the mountains to Saranac Lake and Malone, and thence to Montreal, Ottawa and Quebec. The equipment of this railway is the very best in use. Heavy pattern steel rails are laid on ties 3,000 to the mile, safety switches are used, and all iron bridges are of the solid floor pattern. The passenger



HEADQUARTERS OF GEN. HERKIMER, AT LITTLE FALLS.



PROFILE ROCK, ERIE CANAL, NEAR LITTLE FALLS, ON THE NEW YORK CENTRAL.



A WOODLAND STREAM AT CHESTERTOWN, IN THE ADIRONDACKS.

coaches are of the most modern design, and the locomotives used were built for speed and endurance. Trains are run under telegraphic direction of competent train despatchers, and the through express trains are equal to those of any of the Trunk Lines, in the matter of appointments and speed.

A trip to the Adirondack Mountains can now be easily made, and at a small expense.

Ilion numbers among its industries the large factories of the Remington Company, producing fire-arms, type-writers, sewing-machines and agricultural implements. It has a population of between four and five thousand.

ILION.

Two miles beyond is Frankfort, another flourishing town of 4,500 inhabitants. The great car shops of the West Shore Railroad are located here, giving employment to 650 skilled mechanics; also one of the factories of the Diamond Match Company. The works employ a large number of men and girls.

FRANKFORT.

Speeding through a beautiful region for ten miles, the train glides through the suburbs of a city, and soon draws up in the station at Utica, the county seat of Oneida County, and containing a population of about 46,000. At the time of the Revolution, Utica was a frontier trading-post, and the site of Fort Schuyler, built to guard the settlement against the French and Indians. The city is regularly and handsomely built, and rises from the south bank of the Mohawk River to an elevation of 150 feet. Among its buildings are six large hotels, cotton mills, shoe factories, woolen mills, and a State lunatic asylum. The new Masonic home situated just east of the city can be plainly seen from the train. Utica, being in the center of a great dairy region, has become the most important cheese market in the United States. It also exports a large quantity of hops annually. It is the center of an important railway and canal system.

UTICA.

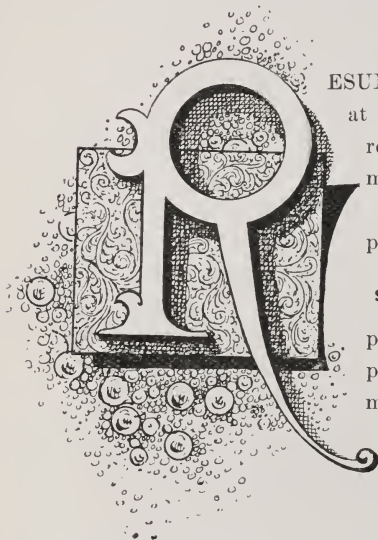
At this point connections are made by means of the Black River Division of the Rome, Watertown & Ogdensburg Railroad, for Trenton Falls, Lyon's Falls, the North Woods, and the Thousand Islands, and for Richfield Springs, Norwich, and Binghamton by the Delaware, Lackawanna & Western Railroad.



SOLDIERS' MONUMENT, UTICA.

LAKE REGION OF CENTRAL NEW YORK.

THE DIRECT ROAD, UTICA TO ROCHESTER.



RESUMING his journey over the New York Central at Utica, the tourist enters the far-famed lake region, and traverses for a distance of over 130 miles the fairest portion of New York State.

Seven miles west is St. Johnsville, a prosperous manufacturing town on the banks of the Mohawk. The first

ST. JOHNSTVILLE. settlement of this town probably begun as early as 1725, though the precise date is not known. It was the scene of many incidents and events connected with the Revolution, and its inhabitants bore their share of the hardships and suffering occasioned thereby.

The growth of St. Johnsville has been very pronounced during the past few years, and it promises before long to take high rank among the manufacturing towns of the State. Extensive woolen mills, carriage and agricultural works, and piano manufactories are among the interests represented.

Surrounded by a range of low hills, the village lies in a sheltered shallow basin, traversed by the New York Central Railroad, the Erie Canal and the Mohawk River. To the southward, and less than a mile distant, lies one of the richest agricultural and dairy regions in the State.

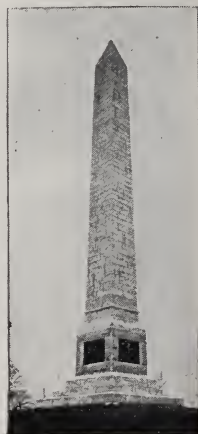
The little hamlet of Whitesboro, four miles from Utica, and probably destined to some day form a part of that city, is soon passed, and three miles beyond is Oriskany, a village of 1,000 inhabitants, engaged principally in agricultural pursuits.

WHITESBORO.

Two miles west of the station, in plain view from the train, is a handsome shaft of white marble, erected by the Oneida Historical Society to commemorate the battle of Oriskany.

ORISKANY.

Speeding on for several miles the train arrives at



ORISKANY MONUMENT.

Rome, a thriving city of 15,000 inhabitants. This is the junction of the New York Central, the Rome, Watertown & Ogdensburg, and the New York, Ontario & Western railroads. The Rome, Watertown & Ogdens-

ROME.

burg route is a favorite one with tourists to the Thousand Islands, Montreal, Quebec, and other points lying upon or adjacent to the St. Lawrence River. Fort Stanwix, which was besieged by the British in 1777, occupies a site which is now in the center of the city of Rome, and the battle of Oriskany was fought in the vicinity. It was here that cheese was first made in factories, and that industry is still largely pursued. Other important manufactures are merchant iron, brass and copper, locomotives and agricultural implements. Rome is also one of the chief lumber markets of the State.

Leaving Rome the hamlets of Green's Corners and Verona are passed, and

ONEIDA.

the train halts at Oneida, a thriving town in Madison County, and the junction of the New York Central and the New York, Ontario & Western railroads. The town has a population of about 8,000, and is the center of a flourishing country trade.

Passing the station at Wampsville, the village of Canastota is reached.

CANASTOTA.

Connections are here made for Oneida Lake, Cazenovia, Cortland, Ithaca and Elmira by the Elmira, Cortland & Northern Railroad.

After passing the hamlet of Canaseraga, the train arrives at Chittenango, a



ON ONEIDA RIVER, REACHED BY THE NEW YORK CENTRAL.

village with a population of about 1,000. One mile south of the village are the Chittenango Springs, in the deep and narrow valley through which the Chittenango Creek discharges the waters of Cazenovia Lake into Oneida Lake.

CHITTENANGO.

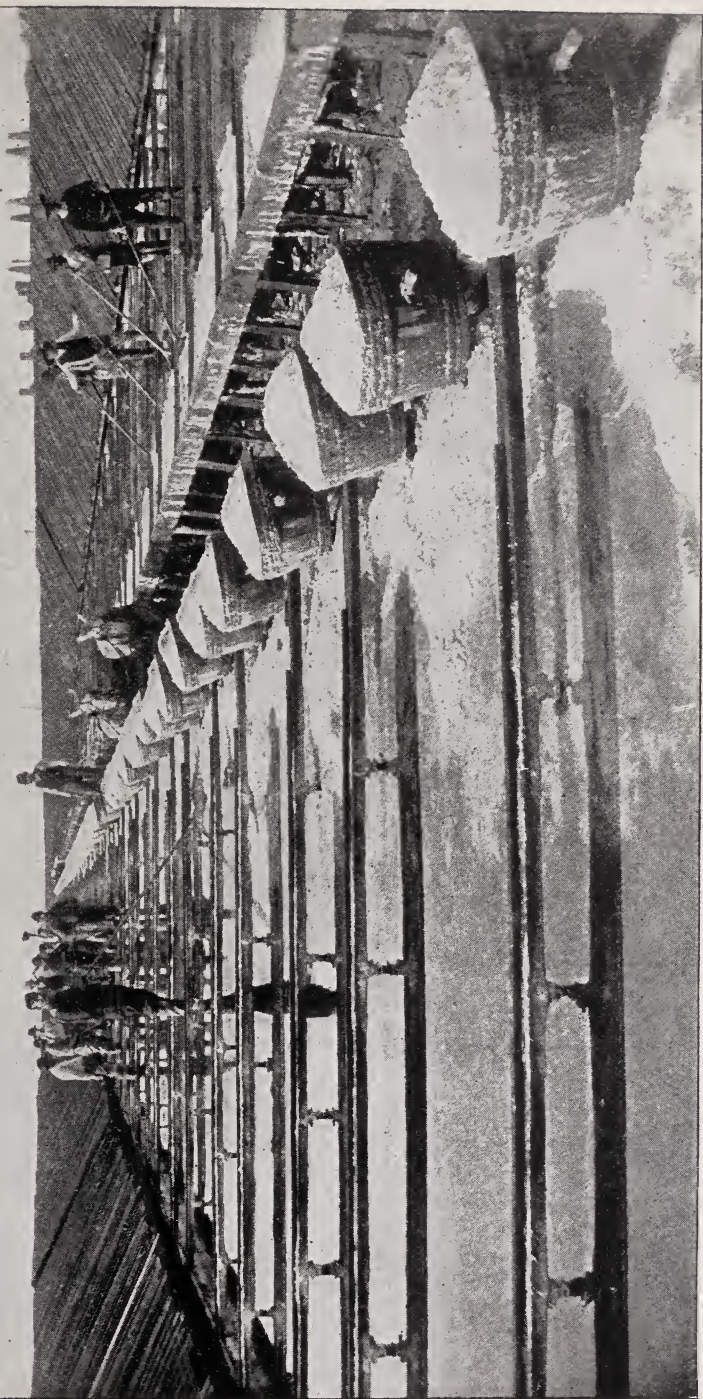
Leaving Chittenango the train dashes past Kirkville and Manlius, and is soon wending its way through the suburbs of the enterprising and prosperous city of Syracuse, which is located at the head of Onondaga Lake and at the junction of the New York Central & Hudson River, Rome, Watertown & Ogdensburg and Delaware, Lackawanna & Western

SYRACUSE.



ERIE CANAL, SYRACUSE.

railways. Situated in the heart of New York State, it has been appropriately named the "Central City." The wonderful growth of Syracuse for the past twenty years entitles it to rank amongst the foremost cities of the East. It has a population of nearly one hundred thousand, and is one of the leading manufacturing towns of the country. For a long period Syracuse practically controlled the salt product of the United States; in fact, it was that which first gave the place its importance. The existence of the vast and important salt springs of Onondaga was known to the Indians at an early date, and was by them imparted to the Jesuits in 1654. In 1794 the State took possession of the springs, and laws were passed for the conduct of the manufacture. Although a score of companies are now engaged in this industry, it constitutes a comparatively small factor in the commercial interests of the city, there being at the present time over five hundred industrial establishments there, giving employment to not less than



SALT WORKS, SYRACUSE, ON THE NEW YORK CENTRAL.

twenty thousand people. The manufactories of Syracuse comprise Bessemer steel works, rolling mills, hardware specialties, cutlery, fruit canneries, breweries,



SALT WORKS, SYRACUSE.

and mower and reaper works. The chemical works of the Solvay Process Company, the largest establishment of its kind in the country, are also located there. The city is handsomely laid out, and contains many handsome public buildings and private residences. From Syracuse, west, there are two routes to Rochester. Through passengers take the main line; but travelers destined to Auburn, Geneva, Seneca Lake, Watkins Glen, Canandaigua, and other points on or connecting with the Auburn Branch, change cars.

As the train draws out from Syracuse to continue its journey on the direct line, the passenger has an excellent view of the innumerable salt sheds that line the shore of the lake, and sees on every hand evidences of the enterprise and thrift which have made this city what it is. The stations of Amboy, Warners, Memphis, Jordan, Weedsport, Port Byron, Savannah, and Clyde succeed each other rapidly, and then a halt is made at

Lyons, the County seat of Wayne County, which produces more dried fruit than any other county in the State. This town is tastefully laid out, and is nearly midway between Syracuse and Rochester. It has a population of about 5,000. The manufacture of the oil

LYONS.

of peppermint is an important industry, there being a score of peppermint distilleries, producing annually more than 100,000 pounds of this costly oil. Lyons



FOUR TRACKS AND SIDING AT WARNERS, ON THE NEW YORK CENTRAL.

is the junction point of the New York Central and the Fall Brook Railway. Connections are made here for Geneva, Seneca Lake, Watkins Glen, and points in Northern Pennsylvania.



SENECA CREEK, WEEDSPORT, ON THE NEW YORK CENTRAL.

The next station is Newark, a beautiful and thriving town, numbering about 4,000 inhabitants, where connections are made with the

NEWARK.

Northern Central Railroad for Sodus Bay, eighteen miles distant, one of the finest harbors on Lake Ontario, and a favorite Summer resort.

Palmyra, seven miles beyond, has a population of over 3,000. Its streets are broad and handsomely shaded. Two miles south of Pal-

PALMYRA.

myra Joe Smith, the founder of Mormonism, claimed to have dug from a hill — which now bears the name of Mormon Hill — the golden plates from which the first Mormon Bible was printed.



MORMON HILL, NEAR PALMYRA.

Passing the villages of Macedon and Fairport, the train soon rolls into the station at Rochester. This important city is situated on the Genesee River, seven miles south of its entrance into Lake Ontario. It is one of

ROCHESTER.

the leading manufacturing cities of the country, and has a population of nearly 150,000. It was founded in 1802 by Colonel Nathaniel Rochester, a representative pioneer of the Genesee country, received its charter as a city in 1834, and has since increased in population and importance with marvelous rapidity. The splendid water power furnished by the Genesee River, together with unexcelled transportation facilities and the fertility of the surrounding country, has contributed very largely to its growth. The city covers an area of about seventeen square miles, and is laid out chiefly in squares, with streets from 60 to 100 feet wide, shaded by beautiful trees. It abounds in handsome and tasteful residences, which are for the most part surrounded by carefully tended

lawns and gardens ; its magnificent fire-proof office buildings and warehouses are a credit to the city and equalled by few, even in the metropolis.

In the center of the city are the upper Falls of the Genesee, a perpendicular cataract of ninety-six feet, over which Sam Patch made his last and fatal leap ;

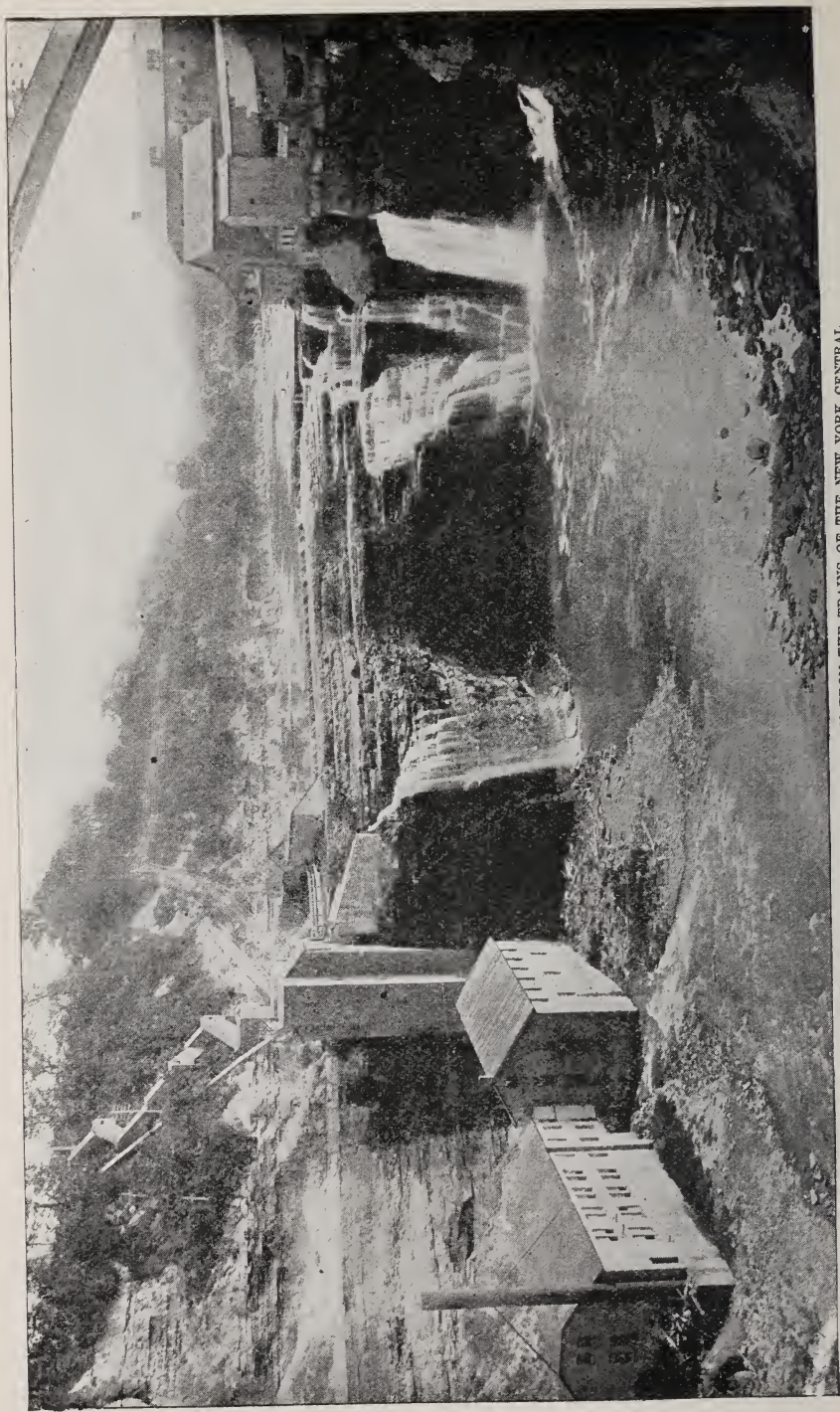


PIKE FISHING, SENECA RIVER, WEEDSPORT, ON THE NEW YORK CENTRAL.

two other falls, of eighty-four and twenty-five feet respectively, are a mile and a half below, the river running through a deep gorge in its limestone banks from one hundred to two hundred and twenty feet high.

Among the prominent public institutions of the city are the State Industrial School, two large hospitals, Institution for Deaf Mutes, and charitable organizations of every description. The principal business thoroughfare, Main Street, is in the center of the city, and crosses the river over a handsome iron bridge.

The manufactures of Rochester are extensive and varied. In early years flour was the chief product, giving it the title of the "Flour City," and although now dwarfed by other industries, it is still of great importance, there being no less than eighteen mills in the city. The nursery trade of Rochester is not surpassed by that of any other place in the world ; the suburbs are highly cultivated, having four thousand acres of fruit trees and nurseries of two hundred and fifty to five hundred acres. Other important industries are cotton and paper mills, breweries, oil refineries, boot and shoe, clothing, furniture, perfumery, and tobacco manufactories. More clothing is manufactured in Rochester than in any other city in the United States.



LOWER GENESEE FALLS AT ROCHESTER, SEEN FROM THE TRAINS OF THE NEW YORK CENTRAL.

A prominent feature of the city, attracting thousands of visitors daily, is the great Powers Art Gallery. It is the private property of Mr. D. W. Powers, and occupies the greater part of the two upper floors of the Powers Building.

A plentitude of resources is afforded the tourist at this delightful city.

He or she can take the main line to Buffalo, or the Niagara Falls Division to the country's greatest wonder, or the Charlotte Branch, which connects the main road with the charming Ontario Beach, one of the most popular Summer resorts of Western New York, and less than ten miles distant.



WATER TANK IN THE TRACK, NEAR SAVANNAH, ON THE NEW YORK CENTRAL.

A few miles from Rochester is the pleasant and picturesque village of Charlotte, situated near the shore of Lake Ontario, at the mouth of the Genesee River. A branch of the New York Central connects

Rochester with Ontario Beach, just below Charlotte, and during the Summer season trains run back and forth at

CHARLOTTE.
hourly intervals.

Here the Ontario Beach Improvement Company have erected a model Summer hotel (The "Hotel Ontario"), and have spared neither time nor expense in adding to the number and variety of its attractions. Good

ONTARIO BEACH. fishing and hunting are plentiful, and bathing, boating and driving, interspersed with the social attractions which the hotel affords, cannot fail to make the traveler's stay an agreeable one.

Connections are made at Rochester for Le Roy, Warsaw, Machias, and Salamanca, by the Buffalo, Rochester & Pittsburgh Railroad; also to Charlotte by branch of the New York Central & Hudson River Railroad; passengers for Brockport, Albion, Medina, Lockport, Suspension Bridge and Niagara Falls are carried over the Niagara Falls Division; those for Buffalo, Cleveland, and the West, continue on the main line.

THE AUBURN ROAD.

SYRACUSE TO ROCHESTER.



AT SYRACUSE, by leaving the direct line and taking what is known as the Auburn Branch, the traveler can reach Rochester just as easily, and at the same time be enabled to view the beauties of placid Seneca Lake, and the far-famed Watkins Glen, with but little loss of time.

After leaving Syracuse, a number of minor stations are first passed, and in eighteen miles the train reaches Skaneateles Junction, where passengers for Skaneateles Village and Lake change cars. Skaneateles Lake is one of

the most charming bodies of water in Central New York. It is sixteen miles long, with an average width of one mile, and set amid imposing hills, rising 1,200 feet above its surface. Its waters are cool and clear, and well supplied with trout and other fish. The village of Skaneateles is situated at the northern end of the lake, and has many visitors in Summer. About ten miles southeast of Skaneateles is picturesque little Otisco Lake, enclosed by lofty hills.

Leaving Skaneateles Junction, the train passes the village of Sennett, and a few moments later enters the station at Auburn, a handsome city of about



SKANEATELES LAKE, ON THE NEW YORK CENTRAL.

30,000 inhabitants, situated near Owasco Lake, whose outlet flows through the city, furnishing a water power which neither rains nor drought materially affect. It is employed in mills of various kinds, and in manufactures of wool, cotton, fine shoes, paper and agricultural implements. Directly opposite the station is located one of the largest prisons in the State ; covering 18 acres of ground, enclosed by a wall 3,000 feet long, and from twelve to thirty-five feet high.

Auburn was for many years the home of the late William H. Seward, whose grave is in the cemetery on Fort Hill.

Connections are here made with the Lehigh Valley Railroad. Owasco Lake,



NEAR CAMILLUS, AUBURN ROAD.

three miles south of Auburn, is a popular resort, much frequented by Summer visitors. Cars of the Electric Railway run direct from the New York Central Station to the lake.

The hamlet of Aurelius is next passed, and then, after crossing a bridge nearly a mile in length, the train reaches Cayuga, located on the beautiful lake of the same name. There is an excellent restaurant con-

CAYUGA.

connected with the station, at which all trains stop a reasonable time for refreshments. Connections are made with Aurora and Ithaca by rail, and steamers also ply upon the lake between Cayuga and Ithaca. The latter town is the seat of Cornell University, and is noted for its charming natural surroundings.

Seneca Falls is a bustling and prosperous manufacturing town with a population of over 6,000. It is in Seneca County, and lies on the banks of the Seneca River.

SENECA FALLS.

A short ride from Seneca Falls, through a fertile farming district, and we come to Waterloo, which has a population of about 5,000. The village has wide streets, shaded by grand old trees, and is a delightful place of residence. It has several important manufacturing, including knitting mills, shawl factories and extensive carriage and wagon works.

WATERLOO.

Fifteen miles west of Cayuga Bridge, crossing the reedy foot of Cayuga Lake, the west-bound train over the Auburn Branch sweeps around the gravel-bordered extreme of Seneca Lake and comes to a stop at the station of Geneva. The town of Geneva is one of the most attractive communities in the interior of the Empire State. It enjoys a large local trade, the stores being ranged chiefly along the wide main street beside the lake and upon several bi-secting streets, the many handsome homes of its citizens occupying higher ground looking out upon the lake further to the south. Two very excellent hotels, the Kirkwood and Franklin, compete for the patronage of travel. Hobart College, one of the most influential and substantial of our educational institutions, occupies a very advantageous site fronting upon the lake.

GENEVA.

At Geneva connections are made with the Fall Brook Coal Company's system of railroads, reaching Watkins Glen, Penn Yan, Corning and Williamsport, and



STONE ARCH UNDER NEW YORK CENTRAL TRACKS AT PHELPS.

in Summer, steamers run three times daily from Geneva to Watkins at the southern end of the lake. Connections are also made with the Lehigh Valley Railroad for Ithaca.



ROCKY RUN, GENEVA, ON THE NEW YORK CENTRAL.

Passing the stations of Oaks Corners and Phelps, twelve miles from Geneva, are the Clifton Springs, one of the most frequented resorts **CLIFTON SPRINGS.** on the line of road. The waters are sulphurous in character, and are very efficacious in the treatment of bilious and cutaneous diseases. The Clifton Springs Sanitarium is a noted retreat for invalids and convalescents.

Continuing our journey, and passing the hamlets of Shortsville and Chapinville, the train stops at the beautiful town of Canandaigua, situated in Ontario County, at the northern extremity of Canandaigua Lake.

CANANDAIGUA. The town has about 7,000 inhabitants, and is celebrated for its picturesque scenery and the elegance of its private residences. The Indian name, Canandaigua, means "the chosen spot." The lake that bears the name of the town is sixteen miles long, one mile wide, 668 feet above tide water, and 437 feet above Lake Ontario, into which it is emptied by the Clyde and



CANANDAIGUA LAKE, ON THE NEW YORK CENTRAL.

Seneca Rivers. At Canandaigua passengers for Elmira and the south take the Northern Central Railway.

A ride of twenty-one miles through a fertile section of country, during which the villages of Mertensia, Victor and Fishers are passed, brings the traveler to

PITTSFORD. Pittsford, a beautiful town of about 3,000 inhabitants, and one of the oldest settlements in this part of the State.

Its broad streets and magnificent roads, lined on either side with large and portly shade trees, make it an extremely attractive place for a quiet and comfortable home. At this place is located the famous "Pittsford-Farms," which is one of the largest and finest stock farms in the East. It is here that Shetland ponies, Jersey cattle and Angora goats are raised in great numbers, and innumerable varieties of water fowl can be seen at all times.

Eight miles further on is Rochester, where we again unite with the main line.

Rochester to Buffalo and Niagara Falls.



NIAGARA FALLS may be reached from Rochester either via Buffalo and the main line, or via Lockport and the Falls Division. The former route we will consider first.

The distance from Rochester to Buffalo, by the main line, is sixty-nine miles. Passing in succession the villages of Coldwater, Chili, Churchville, Bergen and Byron, we reach Batavia, which is delightfully situated in one of the richest and most fertile sections of the State.

BATAVIA. It is a town of about 8,000 inhabitants, and is noted for its broad and handsome streets, beautiful shade trees and pleasant drives. Here is located the State Institution for the Blind, a ladies' seminary, a library, and several manufactories. A few blocks east of Batavia Station, and on the north side of the track, is the cemetery, in the southeast corner of which, and in plain view from the trains of the New York Central, stands the monument, erected in 1882, by the Anti-Masons, in memory of William Morgan. It is a beautiful shaft of Vermont granite, forty feet in height, surmounted by a full-length statue. Connections are made at Batavia for all points on the Canandaigua, Batavia and Tonawanda Branch, also the Batavia and Attica Branch.

When Batavia is left in the distance, the train, after a run of thirty-five miles through a fertile farming region dotted with

BUFFALO. hamlets and villages, enters the station in the large and thriving city of Buffalo, which contains a population of nearly



MORGAN MONUMENT, BATAVIA.

300,000, and is the third city in size in the State of New York. It is located at the mouth of Buffalo River, at the eastern end of Lake Erie, and the head of



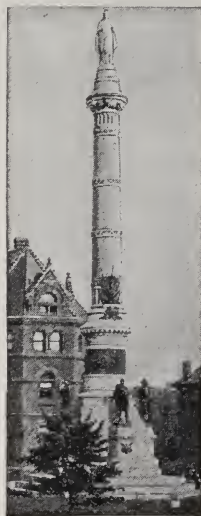
OAK ORCHARD CREEK, NEAR BUFFALO.

Niagara River, and possesses the largest and finest harbor on the lake. The city has a water front of about five miles, extending two and one-half miles along the shore of the lake and two and one-half miles along Niagara River. The unrivalled position of Buffalo at the foot of the great chain of lakes, and at the terminus of several important railway systems, gives it great commercial importance, and it is to this, more than to anything else, that the city is indebted for her prosperity.

The principal manufactures of Buffalo comprise starch, soap, lumber, copper, brass, tin and iron ware, etc. The grain, cattle, lumber, coal, iron and milling interests have also developed rapidly. Natural gas is much in use, both as an illuminant and in manufactories.

Buffalo was first settled by the Dutch in 1801; it became an important military post during the War of 1812, and was burned by a combined force of British and Indians in 1814. It was granted a city charter in 1832, and since then its growth has been very rapid.

The climate of Buffalo is temperate, and in Summer it is especially pleasant. The city is handsomely laid out, and the streets are broad and generally lined with



SOLDIERS' MONUMENT,
BUFFALO.

trees, and are well paved, lighted and sewered ; 103 miles are paved with asphalt and 133 miles paved with stone. It contains many fine residences with attractive grounds, and numerous handsome public squares. The city possesses a superb system of parks and pleasure grounds, designed and laid out by Frederick Law



AT OAK ORCHARD, ON THE OUTSKIRTS OF BUFFALO.

Olmsted, the architect of Central Park in New York City. It comprises three sections, situated respectively in the northern, western and eastern parts of the city, which, with the connecting boulevard, afford a drive of nearly ten miles. The principal thoroughfares are Main Street, about two miles in length, Niagara Street, four miles, and Delaware Avenue, three miles. The six public squares are named Niagara, Lafayette, Franklin, Johnsons, Prospect and the Terrace.

The prominent public buildings are the City and County Hall, a magnificent granite structure fronting on Franklin Street, completed in 1880, at a cost of nearly \$1,500,000 ; it is built in the form of a double Roman cross, with a tower 245 feet high ; the United States Custom House and Post-office, at the corner of Washington and Seneca streets ; the Board of Trade Building, in Seneca Street ; the Buffalo Library, on Lafayette Square ; the State Arsenal, in Broadway ; the Erie County Penitentiary, one of the six penal establishments of New York ;

the General Hospital, in High Street, and the State Asylum for the Insane, an edifice which cost about \$3,000,000, is located in Forest Avenue, adjoining the Buffalo Park. The city also possesses several handsome churches and theatres.



CITY AND COUNTY HALL, BUFFALO.

Connections are made at Buffalo with the Lake Shore & Michigan Southern and the Michigan Central Railroads for Cleveland, Detroit, Chicago, Cincinnati, St. Louis and the West. A journey of twenty-two miles over the Buffalo, Niagara Falls, Suspension Bridge and Lewiston Branch is all that is necessary to reach the greatest cataract of the world, and America's most famous natural wonder.

On the outskirts of the town are growing up many thriving towns. Depew has attracted great attention because of the magnificent scale on which plans have been made, and work begun for an enduring model town. The extensive car and engine construction shops of the New York Central have been located here, and rows of tasteful houses erected for the workmen. A brilliant future is predicted for the new town.

DEPEW.

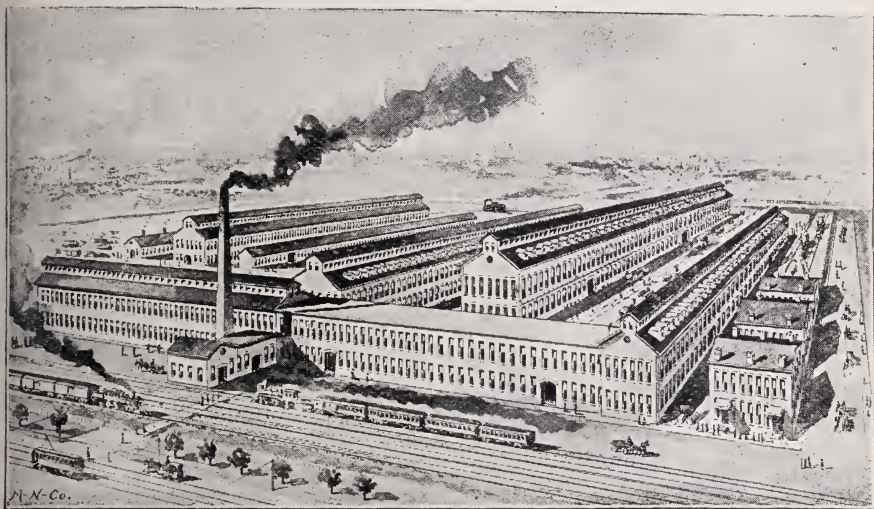
The city of Tonawanda, only two and a half miles from the north line of Buffalo, is the largest lumber market in the world, and contains 18,000 population.

TONAWANDA.

The trip over the Falls Division, on the direct route from Rochester to Niagara, is also made through a charming section. Seventeen miles west of Rochester the delightful village of Brockport is reached. It is beautifully situated in the midst of a country teem-

BROCKPORT.

ing with abundant harvests, and inhabited by a prosperous and contented population. It contains many features of interest. Here is located a State Normal School and several extensive manufactories of agricultural implements.



NEW YORK CENTRAL SHOPS AT DEPEW.

Still proceeding westward, we come to Albion, the capital of Orleans County.

ALBION.

This village is attractively laid out with wide streets shaded by large trees, and contains many handsome residences, several churches, banks, newspapers, etc. A new State Building for Women, to cost \$75,000, is in process of erection here.



RAILROAD BRIDGE, NEAR MEDINA.

Moving onward, the train halts at Medina, a pleasant town of 5,000 inhabitants, about midway between Rochester and Buffalo, noted for its quarries of dark-red sand-stone. Iron foundries, furniture works, and a large wrapping-paper mill furnish employment for hundreds of men and women. Located in the midst of a fine fruit country, it has the reputation of being one of the best fruit markets in the State.

MEDINA.

After leaving this town, the rich and fertile, as well as world-famous, county of Niagara is reached.

The train speeds through beautiful rolling lands containing the finest fruit orchards in the country. The thriving villages of Middleport and Gasport are quickly passed, and the train approaches the beautiful and prosperous city of Lockport, with its 20,000 inhabitants, its wealth-producing manufactures and great system of canal locks. Here the New York Central crosses a deep ravine, through which the Erie Canal passes, following a natural waterway. The railroad bridge is over 500 feet long and between 60 and 70 feet high. Passengers will be able to see here the most remarkable drop of the canal in its chain of five continuous double locks from the left of the cars. The city is the center of a large paper and pulp industry, including the Niagara Paper Mills, the Lockport Paper Company, the Lockport Pulp Company, the United Indurated Fibre Company, the Cascade Wood-pulp Company, the Lockport City Pulp Company, and a number of other smaller plants. The power to run the mills is taken from the 18-mile creek fed by the canal. A hydraulic canal also supplies water power to a score or more other



LOCKPORT STATION.

industries; notable among them are the manufacturers of the Holly pumping engine. The iron interests are represented by the Western Rolling Mill and Hall's Manufacturing Company.

The railroad company but recently erected one of the handsomest stations along its line here, and the elegant grounds surrounding it with flowers and shrubs go far to enhance the general appearance.

Eleven miles beyond Lockport is the hamlet of Sanborn, and then Suspension Bridge looms in sight. This village is a port of entry on the Niagara River, nearly opposite the lower rapids, two miles below the cataract, at a junction of the New

**SUSPENSION
BRIDGE.**

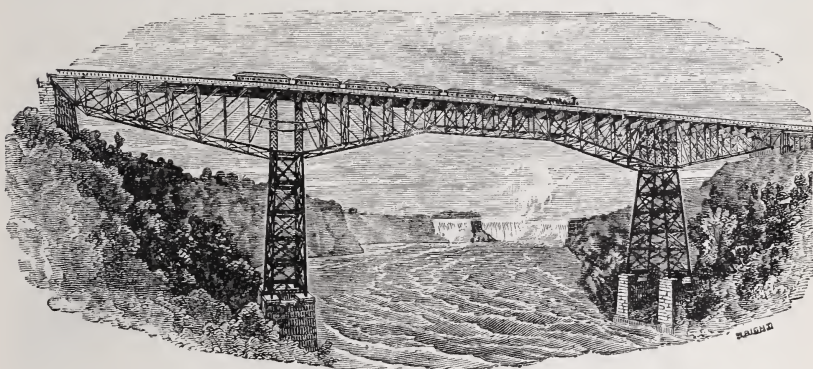
York Central Railroad with the Grand Trunk Railway of Canada, which crosses

the river on a suspension bridge more than 800 feet long and two hundred and fifty feet above the water. The railway bridge is eighteen feet above the bridge used for carriages and foot passengers.

Three hundred feet above the old Suspension Bridge, and in full view of the falls of Niagara, is located the great Cantilever Bridge, built by the Michigan Central Railroad, and completed in November, 1883, forming the connecting link between the New York Central and the Michigan Central railroads.

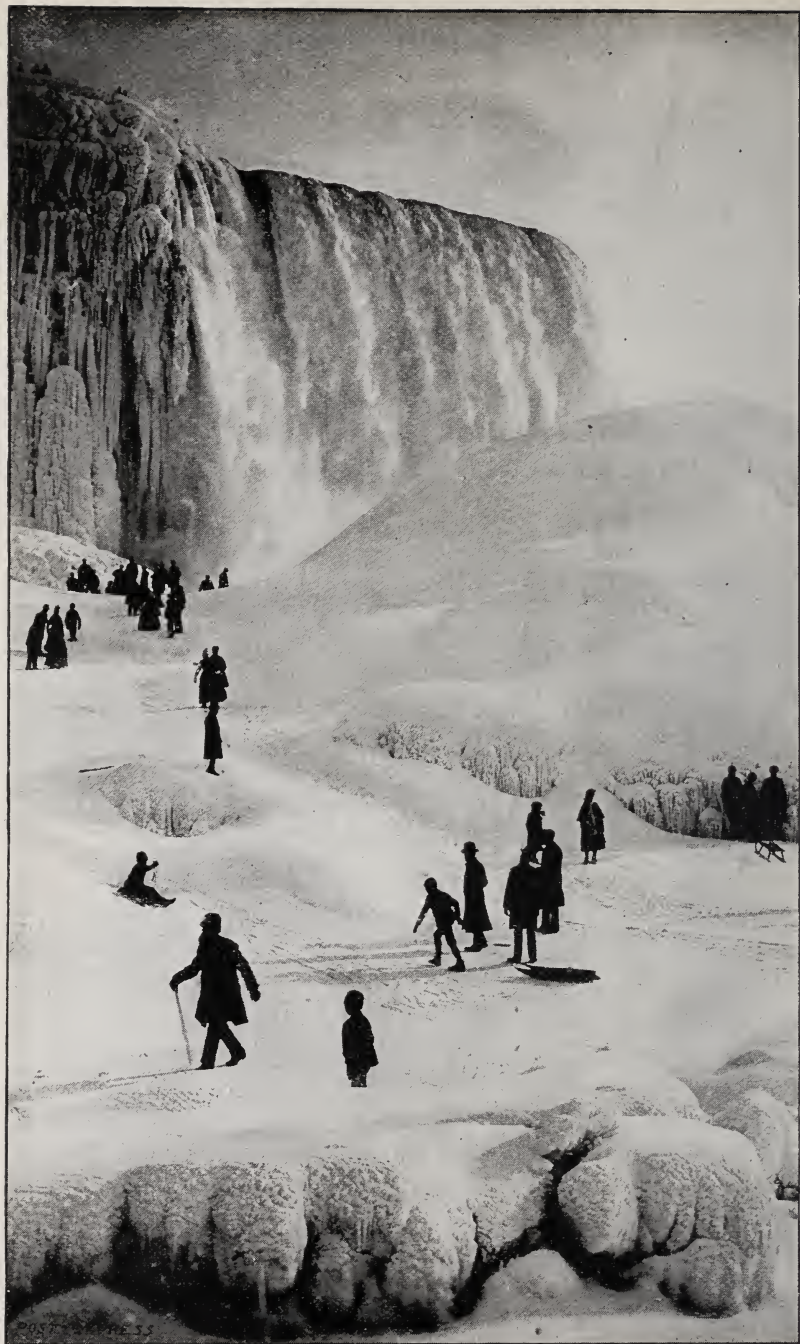
This remarkable structure is recognized as the greatest triumph of modern engineering, and has attracted in a greater degree, perhaps, than almost any work of the century, the attention of the scientific world, and brought interested visitors to the spot from all quarters of the globe.

The principle of the Cantilever Bridge is that of a trussed beam, supported at or near its center, with the arms extending each way, and one end anchored, or counterweighted, to provide for unequal loading. Each end is made up of a



THE GREAT CANTILEVER BRIDGE, NIAGARA FALLS.

section entirely of steel, extending from the shore nearly half way over the chasm. Each section is supported near its center by a strong steel tower, from which extend two lever arms, one reaching the rocky bluffs, the other projecting over the river 175 feet beyond the towers. The outer arm having no support, and being subject, like the other, to the weight of trains, a counter advantage is given by the shore arm being firmly anchored to the rocks on the shore. The towers on either side rise from the water's edge; between them a clear span of 495 feet over the river, the longest double-track truss-span in the world. The ends of the cantilevers reaching on each side 395 feet from the abutments, leave a gap of 120 feet filled by an ordinary truss bridge hung from the ends of the cantilevers. Provision is made for expansion and contraction by an ingenious arrangement between the ends of the truss bridge and of the cantilevers, allowing the ends to move freely as the temperature changes, but at the same time preserving perfect rigidity against side pressure from the wind. From the tower foundations up the whole bridge is steel, every inch of which was sub-



NIAGARA IN WINTER—THE ICE MOUNTAIN.

jected to the most rigid tests from the time it left the ore to the time it entered the structure. The total length of the bridge is 910 feet.

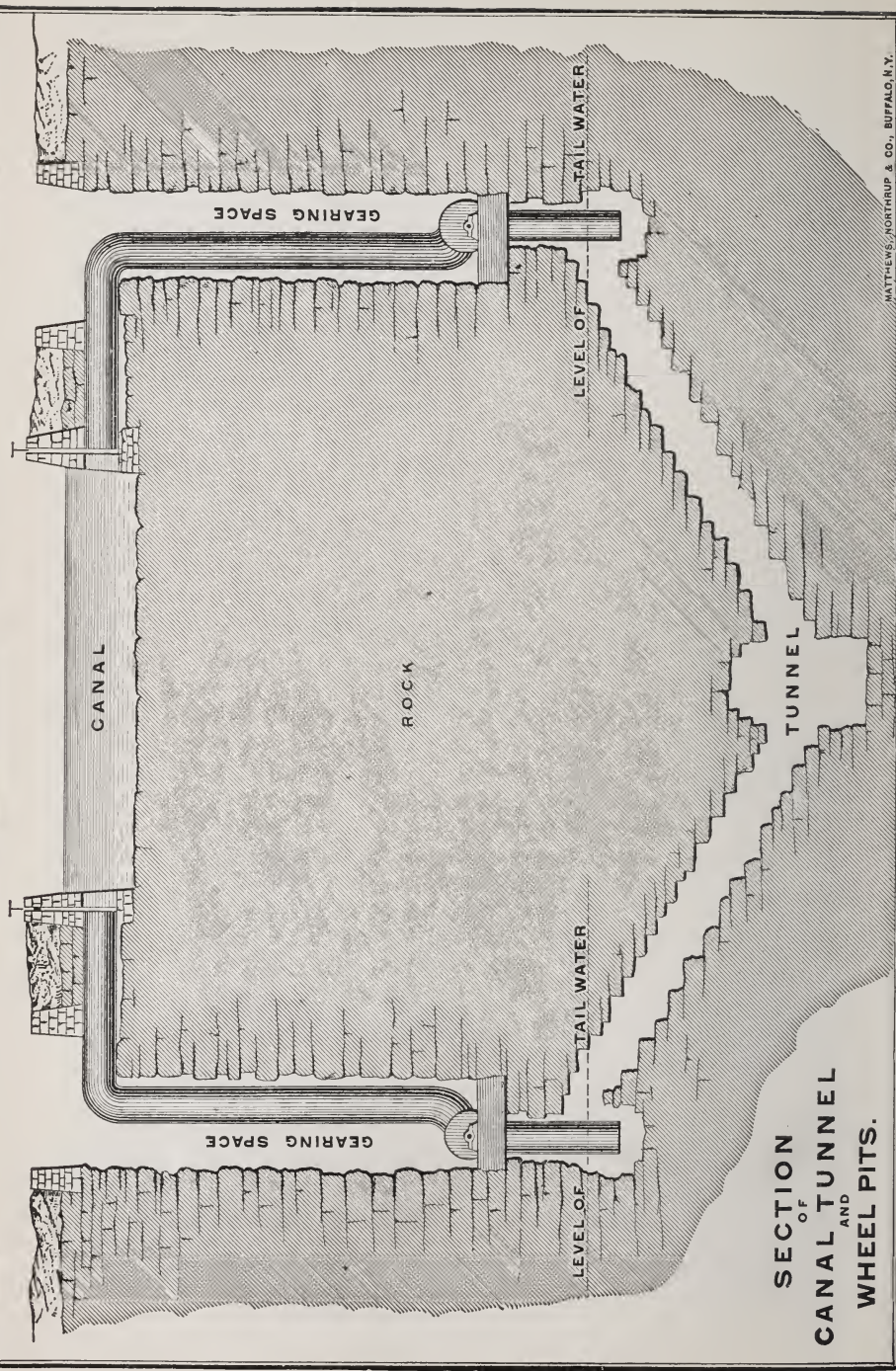
Four hundred and forty-seven miles from New York is Niagara Falls, the most inspiring natural wonder known to man. The Niagara River, extending from Lake Erie to Lake Ontario, a distance of thirty miles, has a total fall of three hundred and thirty-four feet ; the greater part of the descent being confined within a distance of seven or eight miles. The rapids are so strong two miles above the Falls as to entirely prevent navigation. There are three distinct cataracts. The Horseshoe Fall, so called from its crescent shape, is by far the largest, and is in the direct course of the river ; it is two thousand feet wide and one hundred and fifty-four feet high. The American Fall is six hundred and sixty feet wide, and the Central Fall two hundred and forty-three feet, each having a fall of one hundred and sixty-three feet.

The magnitude of the great cataract, and its fame as a natural wonder, have heretofore, to a certain degree, excluded from thought the idea of its marvelous utilitarian properties, but the recent development of electrical science and the far-reaching enterprise of to-day, have now combined to subject to the uses of mankind a portion of the power of the Falls, developed at such a distance from the great cataract as not to interfere in any way with the natural beauty of the scenery.

The feasibility of applying a portion of the power of the cataract to the comforts and necessities of mankind has been discussed for many years by the scientists and manufacturers of America, and several undertakings for the utilization of so much of the water power as the immediate locality required, were carried out by local enterprise, but the limited demand for water power in a comparatively new and undeveloped country, and the existence of many small water powers in the New England States and other sections of the country, permitted this great natural reservoir of power, at Niagara, to remain practically untouched until the removal of the forests impaired and in many instances destroyed the water powers at other places.

THE HYDRAULIC CANAL.

The water power at Niagara was first utilized on a large scale by the construction of the Hydraulic Canal, about three-quarters of a mile in length, commencing at a point on the shore of the river above the Falls, where the water is deep and navigable, and terminating on the high bank of the gorge below the Falls. The cliff along the bank of the river near the lower termination of the canal is occupied by several large manufacturing establishments.



SECTION
OF
CANAL TUNNEL
AND
WHEEL PITS.

THE TUNNEL. — PLANS OF THE NIAGARA FALLS POWER COMPANY FOR THE
UTILIZATION OF THE POWER OF THE FALLS OF NIAGARA.

The association of prominent business men at Niagara Falls, New York, known as The Niagara Falls Power Company, was organized for the further development of the water power at Niagara, and has, from its charter and the amendatory acts, all the powers and grants necessary for taking water from the Niagara River, passing the water through the raceways and tunnels of the company, and furnishing the power derived from the energy of the water, to the mills and factories to be located upon the adjacent lands.

For this purpose, from the water level below the Falls, a subterranean tunnel will be constructed of horse-shoe shape, having capacity equal to a circle twenty-five feet in diameter, extending through the solid rock, to the upper river at a point about one mile above the Falls. From this point the tunnel continues parallel with the shore of the river one and one half miles, at an average depth of 160 feet below ground, and about 400 feet distant from the navigable waters of the river, with which it is connected by means of surface conduits or canals, through which the water from the river enters and is drawn through the shafts and wheel-pits into the great tunnel below, which forms an immense tail race for all of the mills, factories and workshops.

The plans adopted will develop 120,000 horse-power.

The water falls upon turbine wheels, which will be put in by the company in a number of the pits, and the power developed thereby will be brought to the surface, from which point it will be delivered to the mills or factories at that point, or transmitted by cable, pneumatic tube, or electricity to adjacent lands as the customer may desire.

There have also been purchased over 1,000 acres of land adjacent to that already described, which will be used for mill sites, and more particularly for homes for operatives, and will be offered at very reasonable rates, enabling the manufacturer to supply his employees with good and healthful homes for a very moderate sum.



. . . SOME OF THE GREAT . . .

Health and Pleasure Resorts of America

A BRIEF DESCRIPTION OF EACH AND HOW TO REACH THEM.

ARRANGED IN ALPHABETICAL ORDER.

THE ADIRONDACK MOUNTAINS.

"THE NATION'S PLEASURE GROUND AND SANITARIUM."

"The sweet green valleys ridged with heathery slopes
The streams whose soft blue arms encircle all,
And far away, the northern mountain tops,
Hued like the azure of the dewberry,
And mingling with the regions of the rain."

—Robert Buchanan.

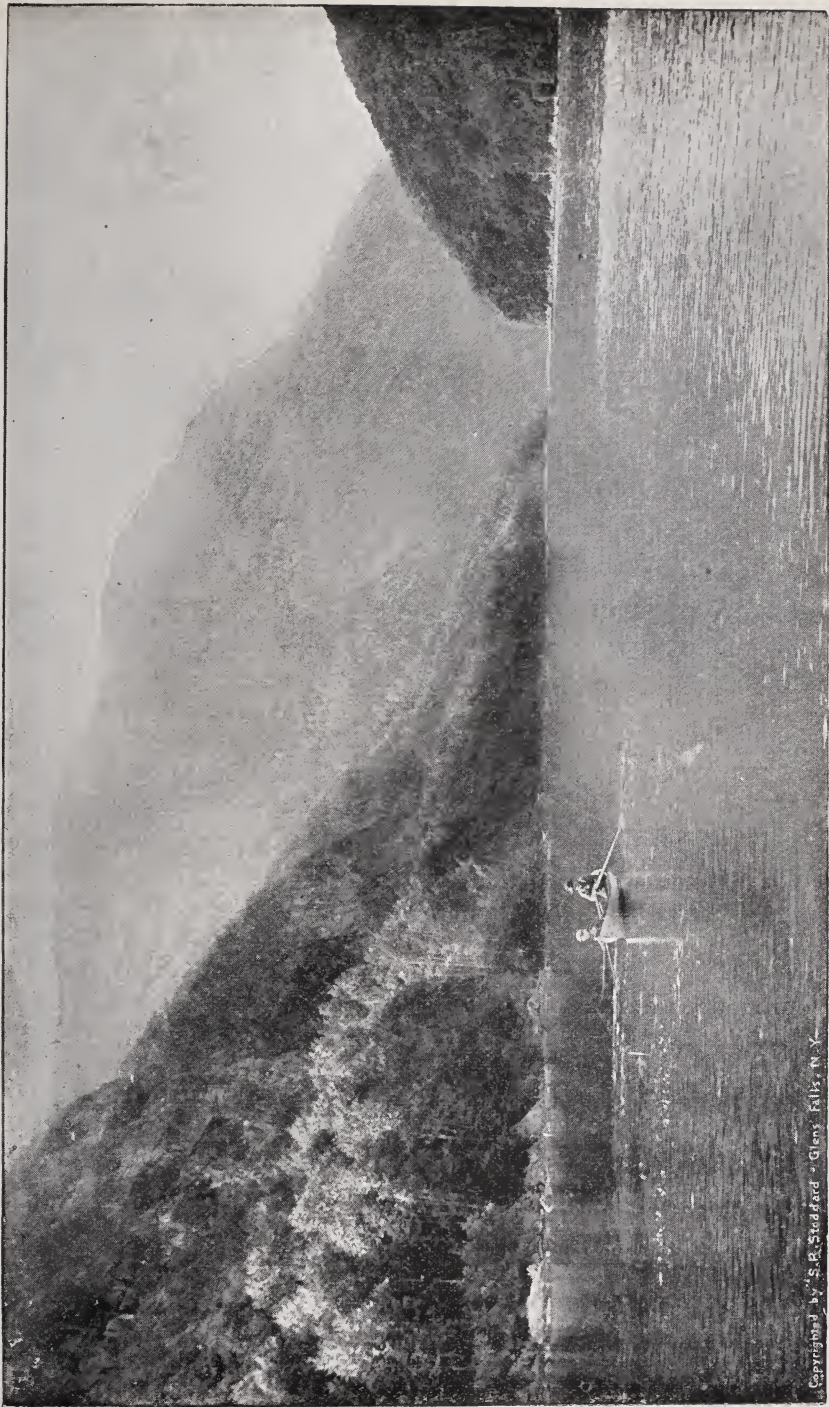


A

AN EMINENT travel writer in the *New York Sun* says: "There are two kinds of people in this world — those who know what the delights of an outing in the Adirondacks are, and those who do not; and those who do feel very sorry for those who do not." The "ADIRONDACKS" is the name by which the localities formerly styled "Big Woods," "North Woods," "South Woods," etc., are becoming to be known. It is applied to the greater part of that portion of New York State which would be included in a circle centering at the northeastern corner of Hamilton County, taking in the whole of that county and portions of Herkimer, Lewis, St. Lawrence, Franklin,

Clinton, Essex and Warren counties.

Although the section generally known as the "Adirondacks" covers a much greater area, the Adirondack plateau or mountain region proper is contained within about 75 square miles. It has a general elevation of about 2,000 feet above the level of the sea, and is traversed by five distinct mountain ranges, with well defined intervening valleys. Over thirteen hundred (thirteen hundred and fifty is said to be the actual number) lakes and mountain ponds are scattered throughout its area, while from its central water shed twenty rivers diverge in every direction, and smaller streams famous for their trout are here without number. In this region there are many large mountains, among which are Tahawus (or Marcy), 5,402 feet above tide, McIntyre 5,201 feet, Haystack 4,919 feet, Whiteface 4,872



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LOWER AUSABLE LAKE, ADIRONDACKS.

feet. Many and valuable mineral deposits have been discovered. Considerable iron ore is being mined. Garnet mines and graphite beds sustain other industries, and in some places there are traces of precious metals, in fact, at one point gold-mining has been in successful operation for some time.

The word "Adirondack" is derived from the Indian *Ha-de-ron-dack* (meaning "Wood Eaters"), and applied in derision to the remnant of a once powerful tribe of Algonquins, who were defeated in war by the Iroquois, and forced to seek refuge in the New York Wilderness, living for weeks upon the bark and roots of trees, and finally ending their existence here. The name was first given to the several ranges of mountains and finally adopted for the wilderness as well. This famous and interesting territory is bounded on the south by the Mohawk Valley, through which runs the New York Central & Hudson River Railroad, the greatest highway of the nation; on the east by Lakes George and Champlain, and the Delaware & Hudson Canal Company's Railroad; on the north by St. Lawrence River; on the west by the Black River and the Rome, Watertown & Ogdensburg Railroad, and is traversed from southwest to northeast by the new Adirondack & St. Lawrence Line.

The lake region, the principal part of which is located in the northwestern portion of Hamilton County and the adjoining sections of Herkimer, St. Lawrence, and Franklin counties, is a comparatively level region. This net-work of lakes and ponds is a wonderful and attractive feature, particularly from the fact that trips of 100 miles can be made in small boats, broken only by occasional carries from one lake or stream to another, these carries being generally but a few rods and seldom more than one or two miles in length. With the excellent railroad facilities now afforded by the new line referred to above, traveling in the Adirondacks is a "joy forever."

The charms of this vast region are becoming more familiar to thousands of the lovers of nature and of out-door life yearly; its healthfulness has become proverbial. The pure mountain air, fragrant with the balmy odors of cedar and spruce, the cool, sparkling water, bubbling from a thousand hidden springs, the freshness and charm of nature, unsullied by the art of man, are here offered as a free gift to anyone who will enjoy them. Truly, here is the fountain of perennial youth! Many who have tasted its joys can bear glad testimony to the benefits derived from a temporary sojourn in this wilderness. Constitutions enfeebled by too close application to the common affairs of every-day life, and brains exhausted by excessive mental work, are here speedily restored to health and vigor. Pulmonary complaints are greatly relieved by the soothing properties of the balsamic air.

The scenery in the Adirondack region is wonderfully varied. In the valleys between the mountains lie many beautiful lakes and ponds, some thirteen hundred in number. The general level of these lakes is about 1,500 feet above the sea, but Avalanche Lake, the highest of them, has nearly twice that eleva-



AVALANCHE LAKE.

tion. Some of them are twenty miles in length, while others cover only a few acres. The largest of these lakes are Cranberry Lake, Long Lake, Blue Mountain Lake, the Saranacs, Tupper, the Fulton Lakes, and Lakes Placid, Loon, Colden, Henderson, Sanford, Eckford, Raquette, Forked, Newcomb and Pleasant.

PATHWAYS INTO THE ADIRONDACKS.

MOHAWK & MALONE RAILWAY.

"THE ADIRONDACK & ST. LAWRENCE LINE."

In the month of October, 1892, this new enterprise was completed. The line, nearly two hundred miles in length, traversing the Adirondack region from southwest to northeast, and passing through a country much of which was a trackless forest. This line has been in successful operation from Herkimer, N. Y., on the south, to Malone on the north, with branches to Hinckley and Saranac Lake, since the 24th day of October, 1892, from which time solid trains of the most perfect and luxurious equipment have been running between New York and Montreal. The year 1893 brings to the Summer tourist the good news of a new and direct route to the resorts of the western Adirondacks without the fatigue and hardships encountered in the past.

The line selected by the builder could hardly have been improved upon, from a tourist's point of view, as it either passes directly through, or furnishes a means of easy access to nearly every resort or camping place of consequence in the entire Adirondack region, and at the same time establishes a way of quick communication between the Summer resorts of Central New York State, the Adirondacks, the St. Lawrence, the provinces of Quebec and Nova Scotia, the White Mountains, the sea-side resorts of the Atlantic coast—yet without injuring, in the least, the New York State wilderness as a forest and game preserve. This fact may be easily realized when we consider the size of this great forest, and that the right of way of the railway is but 100 feet in width.

The scenery along this route is of a varied and most interesting character, and the ride from Herkimer to Malone, and thence to the St. Lawrence River is one grand panorama from beginning to end—constant surprises springing into view, as the train wends its way through this magnificent Adirondack park of forest, lake and mountains. From the commencement of the trip the traveler's eye feasts upon a continuation of attractions, such as are found in no other part of this great State, and which have few equals in our country. Here we enter the valley of the West Canada (Indian "Ka-na-ta" and "Kauyahoorah") Creek, which might more properly be called a river, and for 26 miles follow its windings through a region famous in Indian and Colonial history, and the beauty and grandeur of which has been praised in prose and song by many noted writers of the present and past.

Herkimer is the southern terminus of the railway, and the point of connection with the New York Central & Hudson River Railroad. For a short distance after leaving Herkimer the track lies in the open country, then in close to the stream, along on its bank, with the hills towering above on the left, and the rapid amber water on the right, out again into the open, through rich farming lands, until we soon arrive at

HERKIMER.

Middleville, nine miles from Herkimer, and the first regular station. Population about 700. A pretty village nestling in among the hills, and having a history dating back to 1806, during which year the first building was erected here. In the line of manufactures there are leather, knit goods, butter and cheese. A stage, making two trips per day, conveys passengers to Fairfield, three miles east, where is located the Fairfield Seminary and Military School, an institution originally incorporated in 1805, and at present having a very liberal patronage.

MIDDLEVILLE.

Two miles north of Middleville we come to Fenner's Grove, a charming place for Sunday-school and society picnics. The railway passes directly through this grove, crossing and recrossing the stream on solid floor iron bridges. Two miles further and we reach

Newport, population 600, distant thirteen miles from Herkimer. Manufactures: knit goods, lumber, butter and cheese. A prominent writer speaks of Newport as "one of the handsomest inland villages in the country." The Swezey and Perry Groves, about one-half mile from the station, are extensively patronized during the season for picnic purposes. It is expected that this will become a popular Summer resort in time, on account of its excellent location. A stage leaves Newport once each week day for Norway, four miles distant.

NEWPORT.

Continuing along the west bank of the stream, through the same, yet varied and entertaining scenery, we finally cross the creek near the village of Poland, seventeen miles from Herkimer.

Poland, the third of the series of romantic and picturesque little villages at the southern end of this valley, has a population of about 600, and is none behind its sisters in point of attractions, as the general bright appearance, modern and well kept residences, generous lawns, beautifully shaded streets, etc., give witness. Much manufacturing is done here and at Cold Brook, a settlement two miles distant. The manufactures consist of wagons, carriages, chair seats, veneering, wooden buttons, and saw handles. A considerable amount of butter, cheese and farm produce is also shipped away from this point. Stages leave Poland three times each week day for Cold Brook, and once each week day for Gray, eight miles, and North Gage, three miles.

POLAND.

Resuming our trip, we shortly come in view of a nice piece of engineering work, where the course of the creek has been straightened to save the necessity of constructing two long bridges. After leaving Poland the grade of the road gradually ascends, until at Gravesville, 22 miles from Herkimer, we are well up on the hills, and crossing from one to another, on a bridge 280 feet long, we pass directly over the settlement. From the bridge at Gravesville a splendid view spreads itself before the eye, the height enabling one to see the valley and surrounding hills for a stretch of several miles.

Proceeding on our way we, in a moment, pass through the "Gravesville Cut," one of the worst obstacles encountered in constructing the road,—three-quarters of a mile in length, and varying from 15 to 75 feet in depth. Coming out of this we are on a level plateau, and soon reach the gorge through which the West Canada Creek flows, forming that glorious natural wonder known as

Trenton Falls, 24 miles from Herkimer. From the east to the west side of this gorge it is a distance of 350 feet, which is spanned by a solid floor iron bridge 75 feet above the stream, and said to be the longest of its kind in the world. Below us the stream rushes along in its tumultuous course, forming a combination of six grand cascades, of most absorbing interest, the water falling over 300 feet within three miles, passing

TRENTON FALLS.

through a deep, narrow ravine, the walls of which are of a fine dark limestone, varying from 70 to 250 feet in height. Through this ravine, and on a level with the stream, a path has been made, by which the chasm may be explored nearly its entire length. An excellent hotel, "Moore's," is located a short distance from the station, to reach which a beautiful grove is passed through. In this grove dancing pavilions have been erected for the use of excursionists and picnickers. Mr. George William Curtis says: "Trenton is the summer song of rest. * * * Beauty and grace are its praises," and Mr. N. P. Willis gives expression to his views in this wise: "The most enjoyably beautiful spot among the resorts of romantic scenery in our country is Trenton Falls." Two miles from Trenton Falls, by rail, is the village of

Prospect, population about 300, a quiet little place, the neat appearance of which shows a spirit of pride and care on the part of the

PROSPECT.

people. From Prospect, a short spur or branch extends northeast, following, on the north side, the West Canada Creek about two and one-half miles to

Hinckley (formerly Gang Mills), where the large saw mill of the Trenton Falls Lumber Company is located. Hinckley is a small settlement, but likely to become important as a depot for the various villages further up the valley, and the lakes at the source of the West Canada. Stages run twice each day (Sundays excepted) from Prospect to Grant, five miles, and Ohio

HINCKLEY.

City, ten miles, passing through Hinckley, and connecting at Grant with daily stage for Northwood and Morehouseville. Parties desiring to go to Honnedaga (or Joc's) Lake, North and South lakes or Piseco Lake may secure conveyances at reasonable rates at the Prospect liveryies. This route is also taken by parties desiring to visit the West Canada lakes and Lake Pleasant, though no regular conveyance can be had to these points, it being necessary to make a portion of the trip on horseback or by small boat.

Starting again from Prospect, this time taking the main line, we pass on away from the West Canada, through farming country and along the side of a range of hills until we reach Remsen, 28 miles from Herkimer.

REMSEN.

Connections are made here with the Rome, Watertown & Ogdensburg Railroad for the Upper St. Lawrence River. Remsen is another small village of about 300 inhabitants, made up principally of retired and active farmers and their families.

Leaving Remsen we parallel the Rome, Watertown & Ogdensburg line about a mile, then branch off in a northeasterly direction through

HONNEDAGA.

farming country to Honnedaga Station, 32 miles from Herkimer. Parties for Honnedaga (Joc's) Lake will avail themselves of the road from this station, it being a shorter and better one than from other points.



CEDAR ISLAND CAMP, HEAD OF FOURTH LAKE, FULTON CHAIN.

Honnedaga (formerly Joe's) Lake is one of the headquarters of the Adirondack League Club. It is 2,230 feet above sea level, and is described as a "Crescent-shaped body of water, framed in by densely wooded hills, margined by bold rocky shores and presenting altogether one of the fairest woodland scenes in all that woodland interior." The Preserve of the Adirondack League Club contains about 175,000 acres of land, magnificently wooded, and having many beautiful lakes, ponds and streams. The Club consists of two hundred members, among whom are many prominent people of New York and other States. Mountain Lodge, on Little Moose Lake, and Forest Lodge on Honnedaga Lake, are the very comfortable and well-arranged club houses maintained by the Club for the accommodation of its members, their families and guests. Little Moose Lake is more easily reached via Fulton Chain Station of the Adirondack & St. Lawrence Line.

Two miles above Honnedaga we cross Black River, and two miles further come to Forestport Station, 36 miles from Herkimer, and one and one-half miles from Forestport Village. Forestport is an enterprising village of probably five or six hundred population. Its principal business is that of lumbering, though some other manufacturing is also done here. A stage makes several trips daily to Alder Creek Village, about two miles distant.

FORESTPORT.

Five miles beyond Forestport we pass over Big Woodhull and Bear creeks, and two miles further we reach White Lake, 42 miles from Herkimer. This will be the station for the Woodhull and Bisby lakes, the latter being the headquarters of the Bisby Club. The opening of the new railway to White Lake enables people going to this section to avoid the long, tiresome and sandy carriage drive of the past, and shortens the distance to the lakes by several miles.

WHITE LAKE.

White Lake, a short distance from the station, is a pretty sheet of water, the first of the Adirondack lakes in the south reached directly via this line.

About two miles north of White Lake Station the railway may be said to enter the Adirondack Wilderness. Five miles north of White Lake Station the railway passes along the shore of Otter Lake, of which an excellent view is had from the train. Two miles further on we cross the main stream of the Moose River, at a point one mile below the junction of the North and South branches.

McKEEVER.

At this crossing is located the station McKeever, 50 miles from Herkimer. The natural advantages of this location would seem to insure its early development as a manufacturing point. It is expected that a carriage road will be constructed from McKeever to the village of Moose River, some four miles distant, in fact, a Winter road has already been cut out between the two points, and is used to some extent during the Summer months.

From here on we follow the stream, taking the west shore of the North Branch after passing the junction, past Nelson Lake and Minnehaha to Fulton Chain. The ride from McKeever to Minnehaha is a most enjoyable one, the railroad being high up on the bank of the river, which is in full view dancing merrily along on its way to the sea. For five miles the stream is a series of water powers of considerable value, which is increased by their close proximity to the railroad.

Fulton Chain Station, 58 miles from Herkimer, is located in Arnold's Clearing, John Brown's Tract, near the site of the Old Forge, and about one and one-half miles from the Old Forge Steamboat Landing. At

FULTON CHAIN.

the latter point connection is made with steamers for the

head of Fourth Lake, passing through First, Second, Third and Fourth lakes of the Fulton Chain. Fourth Lake of the Fulton Chain is one of the largest bodies of Adirondack waters, and certainly one of the prettiest. In 1892 a very satisfactory route was opened via Fulton Chain Station and the Fulton Chain of lakes to Raquette, Blue Mountain and Long lakes. This route was taken advantage of by many tourists, and owing to the beautiful scenery and interesting variety it is considered far preferable to the means heretofore used in reaching points named. After leaving the steamer at the head of Fourth Lake the tourist is taken in small boats to the head of Fifth Lake, where a short carry is made, when the boat is again launched at the foot of Sixth Lake and used to the head



THE ANTLERS, UPPER LODGES, RAQUETTE LAKE.



RAQUETTE LAKE FROM THE CHAGS.

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of Seventh, where another carry of less than a mile is made to Eighth Lake (a gem); again the boat is used to the head of Eighth Lake, another carry to Brown's Tract Inlet and thence by boat to the Raquette.

The Raquette is one of the largest of the Adirondack lakes, which derives its name from a historical incident occurring during the war of the Revolution. A large party of Indians and British soldiers, under the command of Sir John Johnson, while on their way from the Mohawk Valley to Canada, through the Wilderness during the winter, were, on arriving at this point, overtaken by a thaw, making further travel on snow-shoes impossible. Their snow-shoes, or raquettes, as they were termed, were piled on the shore of this lake where they remained for many years. This lake has a coast line of about fifty miles, though it is in no place more than six miles across, but numerous points and bays and the general irregularity of its outline make it really the largest of the Adirondack lakes in the point of shore line. The accompanying view shows a portion of the grounds surrounding the hotel known as "The Antlers," which is located on Constable Point on the Western shore of Raquette Lake.

The cost of transportation from Old Forge to Raquette Lake is \$2.50 per passenger, including not over 150 pounds of baggage. For all but invalids unable to stand the foot journeys referred to, this is by far the most delightful and easy route to Raquette Lake and Blue Mountain Lake. The distance from Old Forge to the head of Fourth Lake is about ten miles, and the distance through to Raquette Lake about 25 miles.

RAQUETTE LAKE. There is just enough variety, in the way of changing from the boat to the foot path, to relieve the trip entirely from monotony. Some extensive improvements are likely to be made in this route in the near future.

A small steamer plies on Raquette Lake and through Marion River, connecting at Bassett's Carry with another small steamer running through Utowana and Eagle lakes to Blue Mountain Lake, one of the most attractive in the Adirondacks, having an elevation of 1,800 feet, and excellent hotel accommodations. As regards the latter, the same may also be said of Raquette Lake, and along the Fulton Chain may be found many and excellent hotels and camping places. From Raquette Lake it is easy to reach Forked Lake and Long Lake, the trip being made in small boats. At Long Lake there are several good-sized and well-appointed Summer hotels. Of the Fulton Chain of lakes, Headley writes: " * * * A ride through these eight lakes is an episode in one's life never to be forgotten."

BLUE MOUNTAIN LAKE.

LONG LAKE.

From Fulton Chain Station the line of the railway still follows the north branch of the Moose River several miles, though a short distance away from the stream until 11 miles away, and 69 miles from Herkimer, we reach Big Moose

Station. A carriage road has been cut out through the forest from this station to Big Moose Lake, and it is expected will be improved for the travel of the coming season. In any event this will be the easiest and

BIG MOOSE.

best means of reaching the hotels located on Big Moose Lake. Big Moose Lake is another of the "finest in the Adirondacks," and its accessibility brought about by the opening of the new railway insures its becoming a popular resort.

Nine miles north of Big Moose is located the stopping-place called Beaver River. From this point a carriage road has been made through the forest to the

BEAVER RIVER.

Fenton House at Number Four, and the same will be improved for the use of travel to that noted Adirondack resort. It is also understood that the improvements now being made, by the State, on the Beaver River, will make feasible the scheme of operating a small steamboat some eleven or twelve miles west from the point where the river is crossed by the railway, and in all probability such a boat will be put in service during the Summer of 1893.

Near Beaver River Station we enter Ne-ha-sa-ne Park, and for about 12 miles we course through this large preserve, which is owned by Dr. Wm. Seward Webb, President of the Wagner Palace Car Company. Here we pass through a



LAKE MASSAWEPIE, ADIRONDACK MOUNTAINS.

dense forest of pine, spruce, birch, cherry, maple and balsam, the invigorating aroma giving one the feeling of a new lease of life.

**NE-HA-SA-NE
PARK.**

Eighty miles from Herkimer is Little Rapids Station. This and Ne-ha-sa-ne, seven miles north, are stations for the personal use of Dr. Webb, being located within Ne-ha-sa-ne Park.

Just above Little Rapids the line runs within a short distance of Ne-ha-sa-ne Lake, five miles long by three-fourths of a mile wide, formerly called Albany Lake, and heretofore a point of attraction for sportsmen. The railway also passes close to Lake Lila, two and one-half miles square, which has been styled



RAQUETTE RIVER RAPIDS, CHILDWOLD PARK.

the "pearl" of Adirondack waters. It contains eight beautiful islands, on some of which Indian relics are occasionally found. It is thought that on Pine Island an Indian fortress at one time stood. This lake was formerly known as Smith's Lake.

The flag station called Bog Lake is located about four miles north of Ne-ha-sa-ne and 91 miles from Herkimer. Nine miles further north is the station called Horse-shoe Pond, which is located on the shore of the body of water of that name. In this vicinity there are several small lakes and ponds where excellent hunting and fishing may be found. Cranberry Lake may be reached from here by small boats with short

carries. A winter road, which has been constructed from this station to the head of Big Tupper Lake, will probably be developed as a Summer route for travel to the Tupper Lake House, some four miles distant. A winter road has



PIERCEFIELD FALLS, RAQUETTE RIVER.

also been built from this station to the village of Long Lake, a distance of between fifteen and twenty miles southeast. A movement is now on foot to make this a first-class carriage road, which will undoubtedly be done early in 1893.

After leaving Horse-shoe Pond the railway runs northward, close to Pleasant Lake, and, swinging around Arab Mountain, takes an easterly course. At a point near where the turn is made is Childwold, which is the

CHILDWOLD.

station for Childwold Park and Gale's Pond View House, a wagon road having been recently built for the accommodation of patrons of these resorts. The Childwold Park House and cottages are located on the eastern shore of Lake Massawepie, about five miles from the railroad. This lake is the fountain head of Grass River, and is noted for its trout fishing. The road from the station runs around the lake, high above, and giving a magnificent view of it. The Pond View House on Catamount Pond is about three miles from the Childwold Park House.

Six miles east of Childwold the railway crosses the foot of Raquette Pond, where it is expected that a Summer station will be established for the use of passengers wishing to take the boats for points on Big Tupper Lake.

One mile beyond, and 114 miles from Herkimer, is Tupper Lake Junction, the station for Tupper Lake Village, and also connecting point with Northern

Adirondack Railroad for Santa Clara, St. Regis Falls and
TUPPER LAKE. Blue Mountain House, Franklin County. Stages will run

from each train to the village, and a daily stage will run between the village and Hotel Wawbeek during the Summer season. Small steamers will also run on Raquette Pond and Big Tupper Lake, landing at Moody's, formerly Red Side Camp, and at Hatch's Tupper Lake House, near the head of the lake. This lake is nearly 1,600 feet above tide. It is about seven miles long and three miles wide. The village of Tupper Lake is located on Raquette Pond. From here Mt. Marcy, Whiteface, Seward and other mountain peaks may be seen.

A very attractive feature of the scenery on Big Tupper Lake is the Bog River Falls at the inlet or southern end of the lake. At
BOG RIVER FALLS. this point the Bog River empties into Big Tupper, and, dashing over a broken ledge, falls in beautiful foaming cascades.

From Tupper Lake Junction the course of the railway is northeast, passing



BOG RIVER FALLS, TUPPER LAKE.

close to Little Wolf Pond, a short distance from Big Wolf Pond, and between Mosquito and Rollins Ponds, past Floodwood Pond, and not far from Long Pond, close to Turtle and Hoel Ponds, the latter noted for its trout, and Little Clear Pond, the site of the New York State Fish Propagating Station. The scenery

between Tupper Lake Junction and Lake Clear is very interesting, made so by the several lakes and ponds lying close to the railway, and also the number of mountains visible from the train.

Near here is Saranac Inn Station, 129 miles from Herkimer. About one mile away is the Saranac Inn Hotel, at the head of Upper Saranac Lake. From here we have one of the finest views to be obtained in the **SARANAC INN.** Adirondacks. For miles the lake is visible, backed by many elevations of considerable beauty, while still further back tower the greater mountains of the wilderness, seen in their order from east to west,—

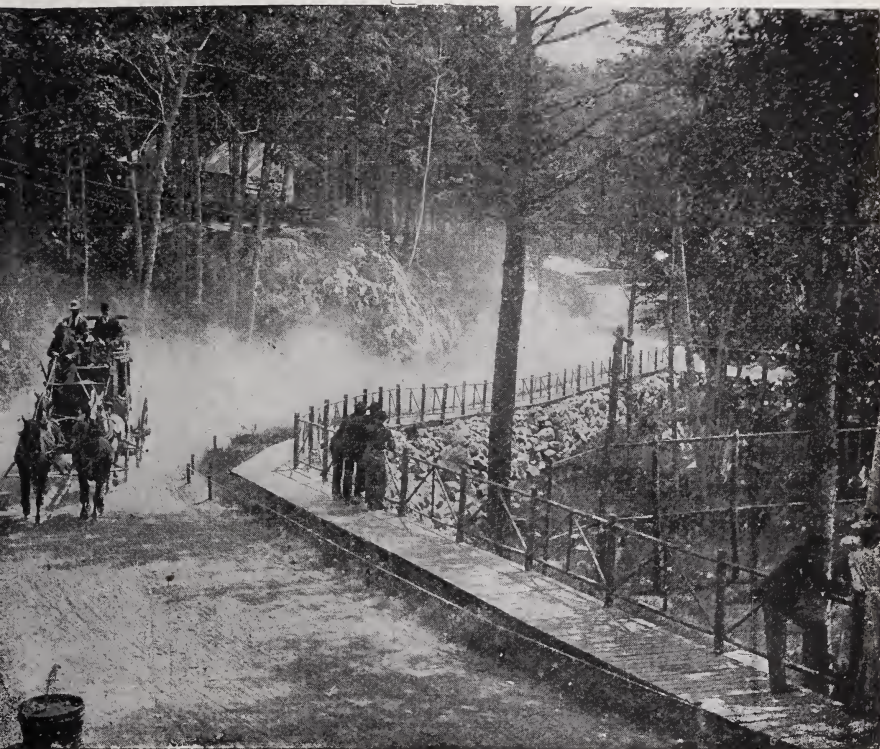


SARANAC LAKE.

Whiteface, Marcy, McIntyre, Seward, Ampersand and Mt. Morris. This view is one which will photograph itself on the mind with great distinctness, and never become tiresome. Steamers ply on Upper Saranac Lake between Saranac Inn and the foot of the lake, where are located Hotel Wawbeek, Rustic Lodge and Saranac Club. Upper Saranac was called by the Indians "Lake of the Silver

Sky." It is about eight miles long and two miles wide. A century ago the Saranac Indians had a village at the lower end of this lake, and many indications of their occupancy of this section are still found.

Leaving Saranac Inn the line runs on comparatively level ground for several miles, passing along the south shore of Lake Clear, a fine sheet of water two



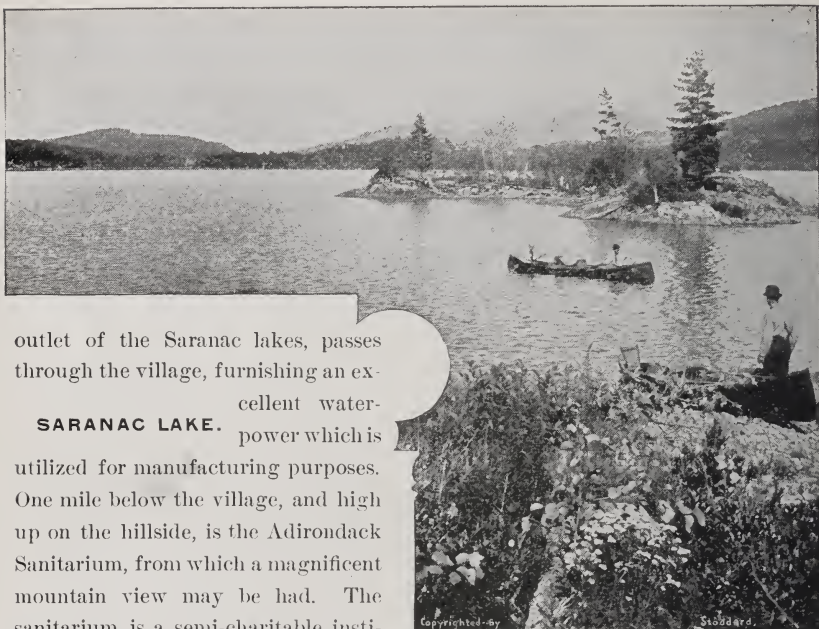
DRIVE FROM SARANAC LAKE TO THE AMPERSAND.

miles across each way, formerly called Big Clear Pond. The shape of this lake is nearly circular. The view from the train takes in the whole sheet, and is one upon which the eye will remain fixed as long as possible. On the north side the hills are covered by a forest, unbroken except where a clearing has been made for "Rice's" Hotel. The water is as clear as crystal, and the reflection of the forest trees upon its surface adds to the beauty of the scene.

Near by is located Lake Clear Station. A carriage road has been built from the vicinity of this station to Rice's Hotel, about one and one-half miles distant.

LAKE CLEAR. The Saranac Branch leaves the main line of the railway at Lake Clear, passing southeast, crossing Colby Pond, and terminating at Saranac Lake, a distance of 137 miles from Herkimer. This

is the largest village within the limits of the Adirondack region, is most charmingly situated, and has a population of about 1,200. The Saranac River, the



outlet of the Saranac lakes, passes through the village, furnishing an excellent water-

SARANAC LAKE. power which is

utilized for manufacturing purposes.

One mile below the village, and high up on the hillside, is the Adirondack Sanitarium, from which a magnificent mountain view may be had. The sanitarium is a semi-charitable institution for the reception of patients

suffering from lung troubles. A charge of five dollars per week is made for each patient, covering everything but medicine, the deficit in the expenses of the institution being made up by annual subscriptions. About 125 patients are treated at this institution annually, and it is said that twenty-five to thirty per cent. of these are apparently cured, and as many more sufficiently regain health to resume their work in a suitable climate. The Saranac Lake region is better known as a health resort than any other portion of the Adirondacks.

Little over a mile from the village is Lower Saranac Lake, which is six miles long and in places nearly two miles wide. On its shores are several large hotels, and this may be said to be one of the most popular pleasure resorts in the forest. The lake contains between forty and fifty small islands, and was called by the Indians "Lake of the Clustered Stars."

An excellent stage line has heretofore connected the village of Saranac Lake with that well-known and popular resort, Lake Placid, the distance between the two places being about nine miles. A standard gauge

LAKE PLACID. railway between these two points is one of the projected improvements for 1893. Lake Placid is nearly five miles long, about two miles

wide and contains three large and beautiful islands. Mirror Lake and Lake Placid, though within a few hundred feet of each other, are not connected, and have separate outlets, both of which, however, flow into the west branch of the Ausable River. A number of large hotels are located here, and their strong patronage testifies to their popularity. One of the attractions of this place is its



JOHN BROWN'S GRAVE, NEAR LAKE PLACID.

nearness to Whiteface Mountain, which is but a short distance from the several hotels, and the ascent of this mountain is one of the crowning features of a visit to the Adirondacks. From its summit Lake Champlain, the Green Mountains, nearly all the more important Adirondack peaks, and myriads of its lakes, Lake Ontario, the St. Lawrence, and on clear days the spires of Montreal are in view. A wagon road will be built from Lake Placid to the summit of Whiteface, and following the completion of the new railway between Saranac Lake and Lake Placid it is understood that a cog railway will be constructed to the summit of Whiteface, similar to the one now in operation at Mt. Washington.

WHITEFACE MOUNTAIN.

Returning to the main line at Lake Clear we take up our course in a northerly direction to Paul Smith's Station, 137 miles from Herkimer.

PAUL SMITH'S. From this station there is an excellent carriage road to the old and well-known resort, "Paul Smith's Hotel," about three and one

half miles distant, and located on Lower St. Regis Lake. On the Lower St. Regis, Spitfire Pond and the Upper St. Regis Lake are a number of very costly Summer camps owned by wealthy visitors of this section. St. Regis Mountain, a short distance from Paul Smith's Hotel, is a point of attraction, a grand view being had from its summit. The forest may be explored for miles from here, and delightful excursions may be taken daily through the numerous streams.

Meacham Lake, about twelve miles north of Paul Smith's Hotel, and fifteen miles from Paul Smith's Station, is another beautiful lake, at the head of which

is located Fuller's Meacham Lake House. Of this body
MEACHAM LAKE. of water Mr. Haviland says: "We know of no finer landscape or scenery than that presented by Meacham Lake and its surroundings, as viewed from Carpenter Hill. * * * * Its shores are clothed in primeval splendor, and no sign of civilization or cultivation is manifest in any direction, except at its northern extremity, where the Meacham Lake House, embowered by majestic pines, solicits the travelers' attention."

Four miles east from Paul Smith's Station is the village of Bloomingdale, having a population of about 600. There are two excellent hotels and a number

of boarding houses here, and its high elevation com-
BLOOMINGDALE. mends it as a refuge for those suffering from diseases of the lungs. Stages connect during the Summer season at Paul Smith's Station



SHORE OF MEACHAM LAKE.

for Paul Smith's Hotel and Bloomingdale, and carriages will meet passengers at this station destined to the Meacham Lake House, providing notice is given in advance to the proprietor of the hotel.

McCollum's Hotel is located between Paul Smith's Station and Meacham Lake, and is distant about ten miles from the station.

Rainbow Lake Station is two miles north of Paul Smith's Station. The railway passes within a short distance of Rainbow Lake, **RAINBOW LAKE.** and Wardner Pond, both noted fishing-grounds. Rainbow Inn stands adjacent to the station, and is extensively patronized by sportsmen and Summer tourists.

Five miles north of Rainbow Lake is the stopping-place called Lake Kushaququa, located close to the lake from which it takes its name (formerly called Round Pond). This is as wild and picturesque a spot as the most **LAKE KUSHAQUA.** ardent lover of nature could desire. On a bluff overlooking the limpid waters of the lake is situated Kushaququa Lodge, with accommodations for 25 people, and affording a charming view of the lake and mountains. For those to whom a complete out-of-door life has charms, beautiful camping sites abound on the shores of the lake, while board can be obtained at the Lodge. Lake Kushaququa forms part of the water route between Loon Lake and Paul Smith's, and offers excellent fishing and boating. Mountain Pond, half a mile back of the lake, is one of the best deer ponds in the Adirondacks.

From here north, the line of the railway runs along the eastern side of Loon Lake Mountain to Loon Lake Station, 148 miles from Herkimer. A good view is to be had of this lake from the train. The Loon Lake **LOON LAKE.** House, an old and well-known resort, is at the opposite end of the lake, and is reached by a stage ride of about three miles from the station. An excellent view may be had of the Green Mountains and many of the Adirondack peaks from this point. This place gained considerable renown in 1892 from the presence of the invalid wife of President Harrison. Loon Lake is a romantically situated body of water about two miles in length and one and one-half wide. The trout fishing is good, and considerable game of various kinds may be found in the surrounding forest. Connection is made at Loon Lake Station with the Chateaugay Narrow Gauge Railway for Lyon Mountain and the Upper Chateaugay and Chazy Lakes, also for Plattsburg, Bluff Point and Lake Champlain.

From Loon Lake the railway (A. & St. L. Line) takes a northerly course through the forest, passing between Wolf and Plumadore **MOUNTAIN VIEW.** Ponds, then turning to the northwest and following the Salmon River on the west side, crossing to the east at Mountain View. At this

point there is located a small but well managed hotel, whose capacity will be considerably increased for the season of 1893. A carriage road will be built from this station to Duane, where Ladd's Hotel and Hotel Ayer are located.

From here we proceed across a long, level plateau with mountains on each side, until Ringville is reached. Owl's Head, Branch Pond and

RINGVILLE.

Debar Mountains are in plain view from here. From this point on, the grade gradually descends, the road swinging in closer to and finally coming out high up on the eastern side of the Salmon River Valley, where we have a view of great beauty and grandeur.

At Whippleville Station the railroad is 200 feet above the village, a mile to the west of us. After leaving Whippleville the extent of the view broadens until, to the west and north, miles and miles of forest and farm-

WHIPPLEVILLE.

ing lands are spread before us. Soon the buildings of Malone come in sight, and finally we are able to take in the whole village as it appears 300 feet below us, and three miles away.

After a trip through a country rich in scenery and points of interest we draw into the station at Malone, 174 miles from Herkimer, and a fitting place for the termination of our journey. It is one of the cleanest and most enterprising villages in the State, and has a population of about 4,500. A

MALONE.

large amount of manufacturing is done here, and the citizens are noted for the push and energy with which they take hold of any enterprise likely to advance the interests of their village. The opening of the new railway furnishes a direct line of communication with the southern portion of Franklin County, of which Malone is the county seat. Connections are made at Malone with the Ogdensburg & Lake Champlain Division of the Central Vermont R. R. for Ogdensburg, Norwood, Chateaugay Chasm, Rouses Point and all points in Northern New England, also with the St. Lawrence & Adirondack R. R. for Ottawa, Montreal and Quebec.

Leaving Malone via the St. Lawrence & Adirondack R. R. we pass through a very rich farming and dairy section. The first station out is called Constable, and is located five miles from Malone. After leaving here the country is practically level until the St. Lawrence River is reached. Nine miles north of Malone we cross the boundary line into the Province of Quebec. The next station is Athelstan, fourteen miles from Malone, and four miles further on is the village of Huntingdon, where the Grand Trunk Railway is crossed. Seven miles further is St. Stanislas, and eight miles beyond is the village of Valleyfield, thirty-three miles from Malone. Here we see the blue waters of the noble St. Lawrence River. From Valleyfield to Coteau we cross the St. Lawrence River on the steel bridge of the Canada Atlantic Railway (a wonderful piece of engineering), and at Coteau Junction we take the Grand Trunk Railway for Montreal, or the Canada Atlantic

Railway for Ottawa, the capital of the Dominion ; or, if desired, passengers may leave the train at Clark Island, midway between Valleyfield and Coteau, and embark on the staunch steamer "Paul Smith" for Montreal, through the Coteau, Cedar, Cascade and Lachine Rapids of the St. Lawrence, a most exciting and entertaining trip.

At Clark Island the train runs alongside of the wharf, and passengers have but to step from the train to the steamer "Paul Smith," of the St. Lawrence Rapids Tourist Line.

RAPIDS OF ST. LAWRENCE RIVER.

The "Paul Smith" is a light draft composite steamer, 160 feet in length, with capacity for carrying 300 passengers. Her frame is of steel, with three-inch planking of oak bolted to the frame, making a strong and safe boat for navigating narrow and difficult channels. Safety being the first consideration in maintaining such a line, none but the most trustworthy pilots are employed by the Company.

Immediately after the arrival of the train we hear the familiar call, "All aboard! Let go!" and we quickly glide out over the waters of Valleyfield's beautiful bay, and turning west soon reach the broad expanse of river known as Lake St. Francis, five by thirty-five miles in extent. To the south the blue peaks of the Adirondacks are plainly visible, and it requires but a glance from the mountains to the noble river to comprehend the appropriate name given to the "*Ideal Route*" recently opened through the Adirondacks. Passing "Grosse Pointe" we enter on the broad waters of the lake, and here have a fine view of the Canada-Atlantic steel bridge, one and one-quarter miles in length. After stopping at Coteau Wharf the steamer swings out into the channel soon pushing through the mammoth draw of the Canada Atlantic bridge, and running close to many beautiful islands, but all interest is soon centered on the white caps of the

COTEAU RAPIDS.

Coteau Rapids, which are seen ahead, and those who are making the trip for the first time, instinctively brace themselves for the descent. The Coteaus are the smallest rapids of the series, and give the passenger but a faint conception of those further down stream. A noticeable feature in the waters surrounding the islands above the rapids is the apparent difference in the levels near the shore and in the channel. This is accounted for when we note the strength of the back water and eddies which force the waters back to a point where it again falls into the stronger current.

The village of Coteau du Lac is prettily situated on the left bank, directly opposite the Coteau Rapids. Looking ahead to where the river appears to come to an abrupt end, we see the steeple of the Parish

CEDAR RAPIDS.

Church at Cedars. This marks the location of the famed Cedar Rapids, and is frequently referred to during the straight run of five

miles. Arriving at a slight bend in the river we come in sight of the village of St. Timothy, on the right bank, but the proximity of the rapids takes the attention from land scenery to the more exciting water "chutes." The water here runs 25 miles per hour, and the grandeur of the turbulent waters of the Cedar Rapids takes up all attention. We sweep past a thickly wooded island on

the left almost close enough to pluck leaves from the overhanging branches, while on the right the foam-crested waves form a grand and awe-inspiring picture. Those who viewed these rapids from the bow of the steamer now hurry to the after-deck to see more of it. A few miles further down we pass through the "Split Rock," a cleft in a ledge which

here almost forms a natural dam across the river, and **SPLIT ROCK.** swinging round the famous "Buisson Pointe" we enter the Cascade Rapids, and in a few moments are on the quiet waters of Lake St. Louis. Passengers by this time are in good trim for dinner, which is served immediately after the Cascade Rapids are passed—a good square meal for 50 cents.

At Lachine a stop is made for passengers from Montreal who come out by rail to "shoot the Lachine Rapids." Opposite Lachine the steamer passes close to the Indian village of Caughnawaga, inhabited by a branch of the Iroquois nation, one of whose chiefs for so many years piloted steamers through the Lachine Rapids; but the glory of the Indian has gone in this, as in many other occupations, and white men now guide the steamers with as much ease and skill as ever did the red man.

The next interesting point is the Canadian Pacific high level bridge, 60 feet above water level. We again see the white crest of more rapids and all soon

know that they are approaching the "Lachine." On near-**LACHINE RAPIDS.** ing the Chute the novice is puzzled to know how a steamer is to be guided through so many narrow channels safely, but before one knows how or why, we are safe again in smooth water. A few miles further we pass under Victoria Bridge, the great tube through which the Grand Trunk Railway pours a continuous stream of trains to and fro.

We are now in full view of the City of Montreal, and as the channel takes us well down stream before we can come up to the landing, a grand view is given of the city front and the ocean shipping. Passengers are

MONTREAL. landed at the foot of McGill Street, convenient to all principal hotels and railway stations. We step from the steamer, having come 50 miles, and made a descent of 120 feet, 85 of which is in the first 12 miles.

There are three routes leading from Montreal to the City of Quebec, some 170 miles below on the St. Lawrence River—the Grand Trunk

QUEBEC. Railway, the Canadian Pacific Railway and the steamers of the Richelieu & Ontario Navigation Company.

Ottawa, the capital of the Dominion of Canada, is reached via the Canada Atlantic Railway from Coteau Junction, at which point

OTTAWA.

connection is made with the trains of the Adirondack &

St. Lawrence Line.

THE ADIRONDACK RAILWAY.

The Adirondack Railway, a standard gauge route which extends northward from Saratoga 60 miles to North Creek, reaches many

NORTH CREEK.

points in the most picturesque and retired portions of

the wilderness.

One of the most attractive resorts on this line is beautiful Luzerne (Hadley), which will be remembered by many for its delicious trout

LAKE LUZERNE.

dinners. Lake Luzerne is a small but exceedingly pic-

turesque body of water suggestive of Switzerland's famed resort. The principal hotels are Rockwell's and the Wayside.

A tally-ho line of stages meets the north-bound trains over this road at Riverside, connecting that point with Pottersville at the foot of Schroon Lake, a distance of seven miles. The small but handsome steamer

SCHROON LAKE.

"Effingham" completes the journey to Schroon Lake

Village at the further extreme of the lake, where several extensive hotels are located.



SCHROON LAKE, FROM LAKE VIEW POINT.

Blue Mountain Lake, which may be reached either by the Adirondack & St. Lawrence Railway, as described above, or by tally-ho from North Creek, the

terminus of the Adirondack Railway, is one of the most beautiful of the magnificent system of lakes and streams for which this region is famous. It is oval in shape, with an extreme diameter of about three miles, and lies at an elevation of about 2,000 feet above the sea.

**BLUE MOUNTAIN
LAKE.**

The Blue Mountain & Raquette Lake Steamboat Line performs double daily service during the Summer between the two lakes, passing through Eagle and Utowana Lakes, and down the pretty Marion River, the two boats of the line being connected by a "carry," which is a novel and acceptable diversion with excursionists who make the voyage. This forms a memorable single day's trip from Blue Mountain Lake, opportunity being given to see the handsome "camps" or artistic log villas for which Raquette Lake is famed, and also to get a good dinner at either of the small but excellent wildwood hotels upon the lake.

Adirondack Village, Indian Pass and Mount Marcy are also reached by this route, besides Smith's Lake, Moose Lake, Lake Sanford, Lake Colden, Lake Henderson, the sources of the Hudson, and Fulton Chain Lakes.

DELAWARE & HUDSON RAILROAD.

No tourist who desires to see all the beauty spots of the Adirondacks can afford to omit the eastern part of this great region, reached **ELIZABETHTOWN.** by way of the Delaware & Hudson Railroad. Entering the mountains at Westport, a tally-ho line of stages runs to Elizabethtown, eight miles, a lovely village nestling in the well-named Pleasant Valley. The streams and lakes in the vicinity furnish fine sport for the angler, and the forests unfailing attractions for the sportsman. Easy trails lead to Mount Hurricane and the Giant of the Valley. The view from the sharp peak of Hurricane Mountain is one of the most comprehensive to be had in the Adirondacks.

Keene Valley, but a few miles beyond, is a vision of loveliness, with its soft green meadows and graceful elms; beyond it range upon **KEENE VALLEY.** range of grand mountains form. For six miles up the valley lovers of nature have dotted it with Summer homes, and good hotels and boarding houses are located in the most picturesque situations.

The Ausable Ponds are most conveniently visited from Beede's at the head of Keene Valley. Lower Ausable Pond is Swiss in its beauty, combining more points of loveliness than any other lake in the northern wilderness.

AUSABLE POND. "Old Mountain Phelps," a decided and remarkable backwoods character, makes his headquarters here, and his services as guide are in great demand. From the southern portion of the lake, a trail of a mile and a quarter leads to the Upper Ausable,—considered by many people the gem of the Adirondacks.

Ausable Chasm is reached via Port Kent on the Delaware & Hudson Railroad, where connection is made with the Keeseville, Ausable Chasm & Lake Champlain Railroad. This beautiful wonder of Nature's handiwork

AUSABLE CHASM. has been aptly called "the Yosemite in miniature." The chasm, which is almost two miles in length, is a narrow ravine or cañon, with sides of solid rock, the mountain precipices of which tower in some cases nearly 200 feet above its dark waters, the top being fringed with cedars, whose sombre shadows add to the mysterious and awe-inspiring grandeur.

The Ausable River flowing through the chasm on its way to Lake Champlain forms numerous cascades and waterfalls, which form one

AUSABLE RIVER. of the chief attractions of the place. The stream is navigable for small boats for about three-quarters of the way, and a trip between the rocks is one never to be forgotten.

THE CHATEAUGAY RAILROAD.

The Chateaugay Railroad, a narrow gauge route, runs from Plattsburgh on the Delaware & Hudson Railroad, through some of the

CHAZY LAKE. most famous hunting and fishing localities of the Adirondacks, to Chazy Lake, Lyon Mountain, Chateaugay Lake, Rainbow Lake, Bloomingdale and the Saranacs. Some of these points, being also reached by the Adirondack & St. Lawrence Line, have already been described.

At Bloomingdale Station, 66 miles from Plattsburgh, tally-ho connection is made for Bloomingdale, one of the most attractive of the Adirondack villages, and a favorite resort of sportsmen and their families. The

BLOOMINGDALE. Crystal Spring House and several other excellent hotels and boarding houses furnish liberal entertainment of the home-like sort. A line of stages also runs from Bloomingdale to Paul Smith's, probably the objective point of more health and pleasure-seekers than any other point in the mountains. Paul Smith's is also reached by the Adirondack & St. Lawrence Line, as described on preceding page.

Parlor cars run during the season from Plattsburgh in connection with through sleeper from New York.

ALBURGH SPRINGS, VT.

These renowned Springs are on a peninsula, between Missisquoi Bay and Lake Champlain, near the outlet of the latter, and are famous for their medicinal properties. There is a large hotel at the place, also pleasant drives, good fishing and charming lake scenery in all directions. Extensive accommodations are provided for hot and cold mineral baths.

For excursion routes and rates see index.

BALLSTON, N. Y.,

Is the seat of Saratoga County, and possesses a population of about 4,000. Its mineral springs, of which there are several, are similar to those of Saratoga. It attracts many visitors each season, who prefer its quiet life to the excitement of the more frequented resort.

For excursion routes and rates see index.

BENNINGTON, VT.,

Situated in a picturesque mountain valley, 800 feet above the sea, is one of the prettiest towns in the State. It is handsomely built, and has a resident population of 8,000. Pleasant drives and walks, grand views and good fishing in neighboring streams commend this as a particularly delightful vacation resort.

For excursion routes and rates see index.

BERKSHIRE HILLS.

Among the many delightful places within a few hours' ride of New York City are the now famous Berkshire Hills, which lie partly in eastern New York, but principally in southwestern Massachusetts, and are easily reached by two fast morning and afternoon trains composed of Wagner drawing-room cars and first-class day coaches, running through solid without change in about three and one-half hours to Pittsfield and North Adams, over the Harlem Division of the New York Central & Hudson River Railroad, in connection with the Boston & Albany Railroad from Chatham.

A ride of 19 miles from Chatham, over the Lebanon Springs Railroad, brings one to Lebanon Springs, famed for the medicinal springs which give the village its name, its beautiful valley and pure mountain air. The drives in the neighborhood of the springs are unsurpassed by any watering-place in the world, whether it be along the beautiful valley roads leading to Nassau, to Queechy Lake and to Williamstown, Mass., Lenox or Stockbridge, or surmounting the hills and mountains which encompass the place in almost every direction, where new beauties open to the view with every mile. Conspicuous among the numerous places for the entertainment of guests is Columbia Hall, a large hotel situated on the slope, and overlooking the valley and village. This hotel has lately been thoroughly overhauled and refurnished, and now takes its place among the first-class Summer resort houses.

Pittsfield, 26 miles from Chatham, on the line of the Boston & Albany Railroad, is a flourishing town of 16,000 inhabitants, and the capital of the delightful Berkshire region. It is a favorite resort of a large number of New York families during the Summer and Autumn months. The village is charmingly situated at a high elevation, with the Taconics on the west and the Hoosacs on the east, and contains many large hotels and elegant private dwellings.

North Adams, 20 miles north from Pittsfield, is a rich manufacturing village, and is the metropolis of northern Berkshire. The entrance to the famous Hoosac

Tunnel, one of the most wonderful feats of modern engineering skill, is two miles south of the village. The great Natural Bridge, Profile Rock and the "Cascade" are among the objects of interest in the vicinity. Many grand views are obtained from the hills which surround North Adams on all sides. The Berkshire Hills have long been famous as a health and pleasure resort.

For excursion routes and rates see index.

BLUFF POINT, N. Y.

Bluff Point, three miles south of Plattsburgh, is one of the most commanding promontories on the western shore of Lake Champlain, and overlooks a landscape of almost unrivalled beauty, embracing in its extent nearly a thousand square miles of mountain, lake and valley. It is the site of the magnificent new Hotel Champlain, which will be conducted this season under the management of Mr. O. D. Seavey, of the Ponce de Leon, St. Augustine, Fla.

Life at the Hotel Champlain invites a most extraordinary variety of diversions. Equestrian expeditions are possible in various directions. Pedestrian wanderings

are also very popular. Frequent steamboats upon the lake and local trains upon the railroad offer a long list of single-day excursions, each enjoyable in its turn. Much of the best fishing and hunting territory of the Adirondaek region may be reached in time to enjoy a good day's sport and return at night-fall.



HOTEL CHAMPLAIN, BLUFF POINT.

The abundant provision for thoroughly heating the house in the late season makes the Hotel Champlain a most desirable point for gentlemen sportsmen to locate their families during the autumn gunning period.

Billiard tables, and a series of bowling alleys (located in a handsome separate structure) offer a sure refuge for *ennui* in inclement weather.

Adjoining the extensive grounds of the Hotel Champlain the authorities of the Catholic Summer School of America have purchased several hundred acres of land along the lakeside, for the permanent location of this institution, which is international in scope, and which will be to Catholics what Chautauqua is to Protestants. It is intended to make the site a Summer resting place and educational resort for Catholics from all sections. The most eminent lecturers, divines and teachers are interested in the movement.

For excursion routes and rates see index.

BURLINGTON, VT.,

Is delightfully situated on a hill 367 feet in height, which rises from the shores of Lake Champlain, and commands an extensive view of water and landscape. The city is regularly laid out, and contains many handsome churches and residences. The large and imposing Van Ness and American Houses on the southwest corner of the great public square in the center of the city are reputed to be the most convenient and thoroughly appointed hotels in Vermont. Burlington was once the home of that gallant Revolutionary patriot, Colonel Ethan Allen, and his body now lies in the Green Mountain Cemetery, near the city, marked by a granite monument erected to his memory by the State of Vermont.

The charming country adjacent to the city furnishes many romantic drives and walks ; those leading along the Winooski River and to Shelburne Point and Harbor are, perhaps, the most attractive. Mallett's Bay, eight miles distant, is a beautiful sheet of water. One may also take the steamers across Lake Champlain to Port Kent (Ausable Chasm), Plattsburgh and the Adirondacks. Burlington is reached by the New York Central & Hudson River Railroad in connection with the Delaware & Hudson and Central Vermont routes.

For excursion routes and rates see index.

CAMP WATSON, VT.

This is one of the most delightful places on Lake Champlain, and is a favorite resort for hunting and fishing parties. It is near Milton Station on the Central Vermont Railroad.

For excursion routes and rates see index.

CANANDAIGUA LAKE, N. Y.,

Lies in the western part of New York State, amidst extensive vineyards. It is surrounded on all sides by hills with bold and striking outlines, and its waters teem with lake trout, black bass and pickerel. The principal resorts on the lake are Canandaigua, Seneca Point and Woodville, where excellent accommodations are obtainable at reasonable rates.

For excursion routes and rates see index.

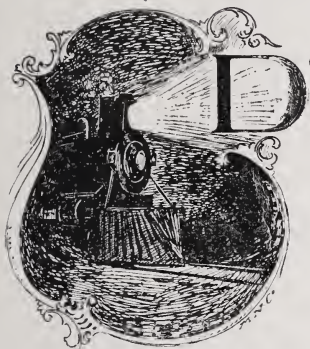
CASSADAGA LAKE, N. Y.

This is a beautiful little lake in the western part of the State on the line of the Dunkirk, Allegheny Valley & Pittsburgh Railroad, and the leading resort for Spiritualists. Excellent accommodations are afforded at a number of private boarding houses. Fishing and boating are among the chief attractions.

For excursion routes and rates see index.

CATSKILL MOUNTAINS, N. Y.

"And lo! The Catskills print the distant sky,
And o'er their airy tops the faint clouds driven,
So softly blending that the cheated eye
Forgets, or which is earth, or which is heaven."



DOWN through mossy forest and shady glen, in the enchanted region of perpetual coolness and refreshing breezes, the sparkling streams dash and tumble, and wind-swept heights uplift themselves far above the heat and worry of the every-day life of the plains.

That is how an enthusiast once spoke of the towering Catskills, and there are many thousands who declare he knew whereof he spoke.

When all the rest of the world is hot and muggy, the Catskills are cool and refreshing.

There brisk breezes are always to be found and shady nooks and lovely walks and fine drives. It is, indeed, an enchanted region.

And there, just as everywhere else, active preparations are being made for the accommodation of the thousands who will fly to these rocky fastnesses for pure, invigorating mountain air when the suns of Summer blister and scorch New York.

The Hotel Kaaterskill, a capacious, well kept and splendidly situated house, expects to attract many boarders to its eyrie, 3,000 feet above the level of the sea. The Kaaterskill stands in the front rank among Summer resort hotels. It is, beyond all comparison, the largest mountain house in the world, and certainly one of the most complete as regards appointments and management. All the attractions that made the place so interesting last Summer will be found there this Summer, too—the band, the hops, the concerts, the tennis lawn, ball grounds, etc. A special feature being the children's play-ground, with swings and other fixtures for the amusement of the little ones. In this great caravansary there are accommodations for 1,500 guests.

ABOUT THE HOTELS.

Seen from the hotel the valley of the Hudson spreads to north and south over ninety miles of a broad panorama, and the scene includes the Adirondacks to the north, the Green Mountains and the Berkshire Hills to the east, and the Highlands to the south.

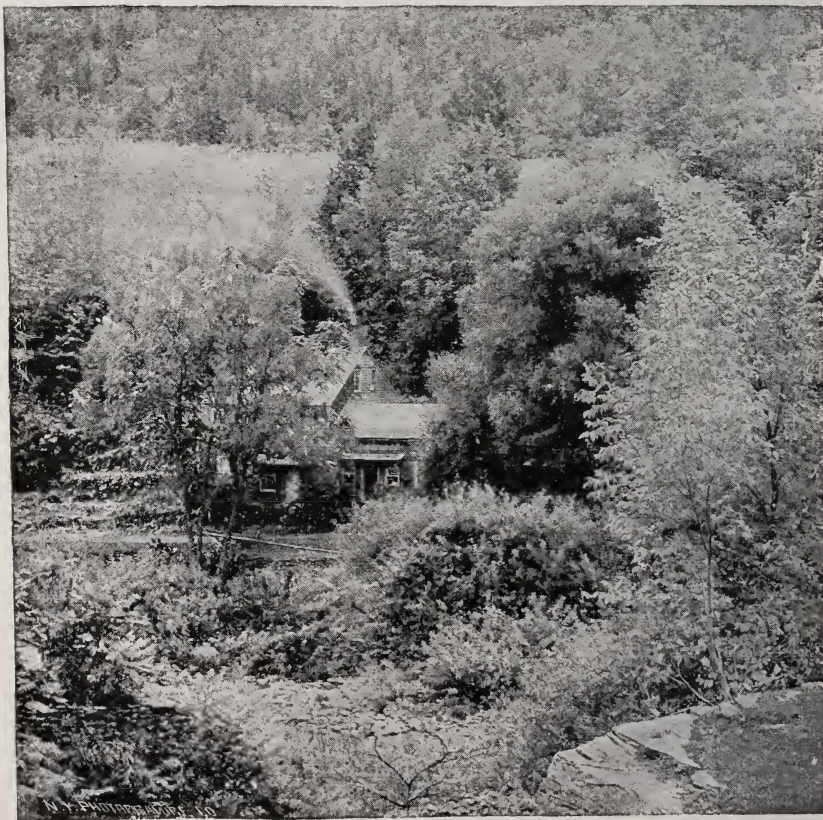
Further north is the famous old Catskill Mountain House, perched on an

overhanging cliff, 2,200 feet above the valley. This is one of the most attractive resorts in this region, and around these great mountain houses extend grand parks of forest and lawn, and traversed in all directions by shady walks and pretty drives.

Then there are the Kaaterskill lakes for those who delight to bathe, swim or fish.

In the Hunter Valley to the west are the Onteora and Elka Parks — grand cottage settlements. At the head of the Kaaterskill Clove are the Twilight Park and the Santa Cruz Park — attractive cottage settlements. There are many miles of lovely drives and walks. The air is pure, cool and bracing. The temperature never exceeds 75° in the hottest weather. The village of Tannersville furnishes many boarding houses and cottages.

Heretofore the approach to the Kaaterskill region has been over the West Shore, Ulster & Delaware and Stony Clove roads, a roundabout journey of one hundred and thirty miles, consuming six hours of time. By the construction of the Otis



ON THE STONY CLOVE ROAD.



Elevating Road and its connections with the Catskill Mountain Railroad, and the fast Catskill and Kaaterskill express trains on the New York Central Railroad, the distance has been greatly reduced, and the time of reaching the hotels on the summit from Grand Central Station has been lessened to four hours. The fare also for the journey has been materially reduced. There have grown up on the summit of the Catskill Mountains many beautiful cottage settlements, among others being the Onteora Park, the Twilight Park, the Elka Park and the Santa Cruz Park. The Otis Elevating Road connects on the edge of the summit with the new Catskill and Tannersville road, so that passengers will now be taken via the Catskill and Kaaterskill express on the New York Central Railroad to all these points and to Tannersville, in from one to two hours less than formerly.

As to the other hotels that can be found in every corner of the Catskills, it is enough to say that their proprietors and managers all look
MORE HOTELS. forward to a successful and crowded season. Some of them have accommodations for fifty or sixty guests, but the majority of them can take over a hundred.

As for boarding houses, the Catskills may be said to literally teem with them.
BOARDING They are on every side—in front of you, behind you, to
HOUSES GALORE. the right of you, to the left of you, above you on the mountain tops, below you in the valleys.

Onteora, or Hills of the Sky, is the pretty Indian name of what has become one of the most charming spots in the Catskills. This spot comprises over one thousand acres of land on the great high plateau at Tannersville, within only five hours of New York, and is controlled by a syndicate of New York gentlemen, who have made it a great Summer colony. This syndicate is known as the Catskill Camp and Cottage Company, and one of its most active and enthusiastic members is its treasurer, Mr. F. B. Thurber, the well-known grocer. Mr. T. M. Wheeler is president, Mr. S. D. Coykendall vice-president, and Mr. Henry Martin secretary.

As its name indicates, this company intends to build cottages and camps for Winter as well as Summer occupancy on its property. The project has been received with a great deal of favor, and bids fair to assume much greater proportions than Mr. Thurber and his conferees anticipated. Indeed, the demand for cottages is greater than the company can supply.

“Located as this section is but five hours from New York, it has a greater elevation and is cooler than the most frequented part of the Adirondacks, and is a veritable paradise for children and for the business or professional man who must often visit New York and yet desires to be with his family in the country as much as possible. The New York daily papers arrive by 10 A. M., telegraph, express and railway communication at hand, with a local telephone to points on



UPPER KAATERSKILL FALL. CATSKILL MOUNTAINS.

the Hudson River. It seems hardly credible that a region in which bear and deer are still found should exist within five hours of the chief city of the nation, and that scenery, equalling in many respects that of Switzerland, and possessing both a historic and legendary interest, should be so little known and frequented by the present generation."

The sensation of the Catskills, and one of the most popular features this season, is the new Otis Elevating Railway, which is built on the almost perpendicular slope of the mountain, and makes the 7,000 feet

**OTIS ELEVATING
RAILWAY.**

trip in less than ten minutes. The same distance by rail around the mountain takes an hour and a half. Over two hours in all are saved in the trip from New York to the Catskill Mountain House and Hotel Kaaterskill, as the Elevating trains make close connections with the Catskill Mountain Railway trains at the foot of the mountains.

At Catskill Mountain Station, on the summit, a covered walk leads to the



CATSKILL CREEK.

Catskill Mountain House, and the cars of the Kaaterskill Railway are in waiting to convey passengers to the Hotel Kaaterskill, Laurel House, Haines' Falls, Sunset Park, Twilight Park, Santa Cruz Park, Onteora Park, Elka Park, Tannersville and Hunter. The Otis Elevating Railway is the only road of its kind in the country, the longest in the world, and is provided with safety appliances which insure perfect comfort and absolute security. Two wire cables, weighing in the aggregate twenty tons, are used to haul the cars, by a method similar to that used by the Otis Elevator Company for elevators in buildings. They are provided with every possible safe-guard against accident. The road is indeed a remarkable piece of engineering. The chief engineer of the road, Mr. Thomas E. Brown, also designed and built the elevators of the Eiffel Tower in Paris, and of El Dorado at Weehawken. The only other inclined road in this country of importance is the one on Lookout Mountain. There is also one in Switzerland and one on Mount Vesuvius. The Otis, however, is acknowledged to be the most perfect piece of engineering of the four. Mr. Brown has solved the problem of the exact counter-balancing of cable and car, something never achieved before. Two cars start simultaneously, one from the bottom and one from the top of the Mountain. They meet half way at a turn out. The upper car and the weight of the cable exactly balance the lower car and its cable.

On the top of the power house, in which are located the two 100 horse-power engines that hoist and lower the cars, is a tower, and in this stands the operator, with his three levers, and manages both cars. He is in electric communication with each. The cars are open front, back, and at the sides, so that no part of the magnificent panorama, extending for miles and miles on every side, is lost to view.

The best route from New York is via the New York Central, from Grand Central Station to Catskill, thence via the Catskill Mountain Railway and the Otis Elevating Railway. Another route to the Catskills is via New York Central to Rhinecliff, steam ferry to Kingston, Ulster & Delaware Railroad to Phoenicia, Hunter, Tannersville, Big Indian, Pine Hill, Grand Hotel and Stamford.

Still another route is via the West Shore, Ulster & Delaware, Stony Clove & Catskill Mountain and Kaaterskill Railways.



CAYUGA LAKE, N. Y.,

About 38 miles long, and from one to three and one-half miles wide, is one of the most picturesque bodies of water in the State, and affords the visitor every variety of sport in the way of fishing, rowing, sailing and bathing. The steamers



TAUGHANNOCK FALLS, CAYUGA LAKE.

of the Cayuga Lake Transportation Company connect with trains at both ends of the lake. A division of the Lehigh Valley Railroad extends along the eastern margin. The Cayuga Lake House at Sheldrake, upon the western shore, is a resort of prominence, and is very much liked by scores of patrons from New York, Philadelphia and other large cities.

For excursion routes and rates see index.

CAZENOVIA LAKE.

Cazenovia, situated on the lake of that name, is fifteen miles from Canastota and twenty from Syracuse. On all sides are evidences of Nature's prodigality.

Vale and hillock blend together, forming a most charming landscape, while the general healthfulness and salubrity of the place offer a great attraction to the Summer tourist.

The right or east bank of the lake is almost entirely taken up by elegant cottages, surrounded by



CAZENOVIA LAKE.

magnificent grounds. Water-Lake-View, at the head of the lake, has a delightful hotel, from which

steamers run at

intervals to the village. The left bank of the lake is given up to picnic groves.

For excursion routes and rates see index.

CHAUTAUQUA LAKE, N. Y.

Chautauqua, the "Windermere of America," stretches its twenty miles of crystal water high up among the hills of southwestern New York. Fourteen hundred feet above sea level, Chautauqua looks down seven hundred feet on Lake Erie, only ten miles away. From the margin of the lake rise beautifully wooded hills and rich farm lands. There is no more lovely and peaceful scene in all the continent.

The name of Chautauqua has been carried to every quarter of the globe by the wonderful spread of that popular educational movement which began in 1874, on the shore of this lake, and has now a permanent center in the famous Summer town of Chautauqua. The tourist from foreign lands should not fail to see a phase of life peculiar to the United States which is here presented during July and August of each year.

The town is built upon heavily wooded natural terraces, which slope gently to the shore of Chautauqua Lake. The air is cool and invigorating. Hot,

oppressive nights are almost unknown. The streets and avenues of this city wind gracefully in and out among the trees, or stretch, like leafy tunnels, through the forest. More than five hundred wooden villas and chalets are scattered in orderly arrangement through the groves, about the parks, and by the lakeside. A score or more public buildings, assembly halls, lecture rooms, club houses, a museum, and gymnasium, are conveniently grouped in various parts of the city. A large model of Palestine, some 300 feet in length, represents the surface of the Holy Land. The mountains, lakes, and chief cities all are indicated, and the Bible student may wander about at will, studying this great raised map. Under a kiosk near Palestine a faithful model of modern Jerusalem is also to be found.

The sanitary conditions at Chautauqua compare favorably with those of the best cities. An abundant supply of pure water is distributed throughout the town from a reservoir back among the hills. A complete system of sewers



RUSTIC BRIDGE, CHAUTAUQUA.

affords perfect drainage, and the precautions taken in every department not only explain the healthfulness of Chautauqua in the past, but guarantee the best conditions for the future.

But this town is only the material home of an idea which has expanded during the past twenty years to include all forms of popular education from home reading circles to Summer classes in language, history, literature, science and art, under the best teachers of the day. Chautauqua is an academic grove frequented by hundreds of earnest students, and thousands of others who are attracted by the elevating, stimulating life. Hither come men and women famous in all departments of life, to lecture and teach. Here are heard skilled

musicians, and dramatic readers. Every evening the great amphitheatre is filled with five or six thousand citizens attracted by some form of entertainment which affords recreation after the lectures or studies of the day. Frequently, there are fireworks, illuminations, band concerts on the lake. Tennis, base-ball, rowing, sailing, bathing, fishing, divide the attention of those who court out-door exercise.

Chautauqua may be described as a tangible nineteenth-century Utopia, where State functions are carried beyond the usual point to include instruction



MODEL OF JERUSALEM, CHAUTAUQUA.

and entertainment free to all citizens alike, for all pay the tax at the city gates, and are at liberty to enjoy without further cost the public daily programme.

The Hotel Athenæum and many cottage hotels provide ample accommodations for guests, at moderate costs. Programmes of lectures and catalogues of study may be obtained by applying to the Secretary of the Chautauqua Assembly at Chautauqua, N. Y.

Point Chautauqua, Lakewood and Jamestown are other points on Chautauqua Lake which possess excellent hotels, and are frequented each Summer by large numbers of tourists.

For excursion routes and rates see index.

CHITTENANGO FALLS.

Six miles from Canastota the waters of Canaseraga Creek tumble a hundred feet to the bottom of a rock-ribbed gorge.

The road makes so sharp a detour around the head of this deep and precipitous gorge that it has been likened to a horseshoe, Perryville Station being midway between the ends of the shoe, and within a stone's throw of the head of the gorge.

A little beyond this point the summit is reached, and a most commanding view is presented of the magnificently diversified Chittenango Valley beneath, stretching northward 25 miles, and latterly as wide, with the whole of Oneida Lake, 12 miles distant, distinctly visible under the sky line of the picture.

For excursion routes and rates see index.

CHITTENANGO SPRINGS, N. Y.

These springs are located one mile south of the Village of Chittenango, in Madison County, N. Y., a station on the New York Central & Hudson River Railroad, 275 miles from New York, and 165 from Buffalo. Stages run to the



MODEL OF PALESTINE — THE DEAD SEA — CHAUTAUQUA.

springs in connection with all trains. There are both sulphur and iron springs, which are recommended by physicians to all sufferers from diseases of the skin, liver and stomach. The hotel accommodations are excellent and the means of

enjoyment many and varied. Fine fishing is to be found in Oneida and Cazenovia lakes, within a few miles of the springs.

For excursion routes and rates see index.

CLARENDON SPRINGS, VT.,

Six miles distant from Castleton, a station on the Delaware & Hudson Railroad, is a highly popular resort, which contains a commodious hotel and several first-class boarding houses.

For excursion routes and rates see index.

COLUMBIA SPRINGS, N. Y.

This is a quiet, rural resort in the Claverack Valley, five miles distant from Hudson. A pleasant lake in the immediate vicinity affords excellent fishing, boating and bathing facilities. The Spring House and several well appointed boarding houses offer superior accommodations to visitors.

For excursion routes and rates see index.

COOPERSTOWN, N. Y.

This quiet and storied village, the center of the romantic region made famous through the writings of its gifted resident of by-gone years, J. Fenimore



OTSEGO LAKE, NEW YORK.

Cooper, is located at the southern extreme of Otsego Lake. It is surrounded by lofty hills, and contains many handsome homes, and several good hotels. The Cooper House, recently destroyed by fire, will probably be rebuilt on a much more extensive scale, and under the management of Mr. S. E. Crittenden enter a new era of fame and prosperity. Cooperstown is reached from Albany via the Delaware & Hudson Railroad, and from Utica via Richfield Springs by a pleasant trolley-coach ride and a steamer voyage down the lake.

For excursion routes and rates see index.

CRANSTON'S-ON-HUDSON

Is situated on the west shore of the river, a mile below West Point, and nearly opposite the village of Garrison, with which it is connected by ferry. Cranston's noted hostelry, with its broad piazzas and dainty Summer houses, is perched high on a commanding cliff, from which point is unfolded a charming prospect of water and landscape.

For excursion routes and rates see index.

ELMIRA, N. Y.

Elmira is a flourishing city of nearly 30,000 inhabitants, and is a great manufacturing center. On a hill east of the city is the noted Elmira Water Cure. The Elmira Female College, the State Reformatory and the Southern Tier Orphans' Home are also located here.

For excursion routes and rates see index.

FORT EDWARD, N. Y.

The beautiful and enterprising town named Fort Edward, in honor of the Duke of York, brother of King George III., of England, retains few reminders of the stirring scenes enacted on its site in early Colonial and Revolutionary times. It is now one of the favorite Summer resorts of Northern New York.

For excursion routes and rates see index.

CLENS FALLS, N. Y.

This charming village takes its name from the picturesque falls of the Hudson, which tumble over a rocky precipice 63 feet high and 900 feet long, and is a much frequented Summer resort. The island below the falls is associated with some of the most thrilling incidents of Cooper's "Last of the Mohicans."

For excursion routes and rates see index.

HALIFAX, N. S.

Halifax, the capital of Nova Scotia, is situated about the middle of the South-east coast of the Province, on the west side of Chebucto Bay, or Halifax Harbor. The city is built upon a steep hill rising nearly 300 feet above the level of the harbor, and has a population of about 40,000. The principal hotels are the International, Queen, Halifax and the Waverly House.

For excursion routes and rates see index.

HOWE'S CAVE, N. Y.

This remarkable cave is situated on the line of the Delaware & Hudson Railroad, forty miles from Albany, and is a great national curiosity. The entrance to the cave is but a few rods from the station, and is reached by a short walk through the handsomely laid out grounds belonging to the Pavilion Hotel.

Cataract Hall, the Haunted Castle, Stygian Cave, and the Devil's Gateway are some of the main features of the cavern.

For excursion routes and rates see index.

HIGHGATE SPRINGS, VT.

The excellent hotels and boarding houses in the vicinity of the Springs and of Missisquoi Bay, here about two miles wide, make this a very pleasant vacation resort, and many city visitors make it their home each season. Pickerel, black bass and muskallonge abound, and in the late Summer the bay swarms with duck and other water fowl. Good boats and experienced boatmen are to be had at all times.

For excursion routes and rates see index.

ITHACA, N. Y.

Ithaca, appropriately named from its resemblance to that rock-bound town of ancient Greece, the home of Ulysses the Sage, is a thriving and handsome village situated in the broad plain at the head of lovely Cayuga Lake. It is celebrated as the seat of Cornell University, and is surrounded by some of the most picturesque scenery in the State.

Within a radius of ten miles about Ithaca are found 150 waterfalls in dark gorges and beautiful glens, all of them easily accessible, and each possessing some peculiar feature of interest in connection with its surroundings, while many of them have special characteristics, which, independent of the rest, attract visitors and captivate them by the beauty and grandeur of their scenery. Of the last mentioned the most noted are found in Ithaca Gorge, in which the water falls 400 feet in one mile over seven distinct falls.

Starting from the foot of the gorge, a short but rapid rise leads to The Rest, a broad terrace, which commands a delightful view of the town and valley on one side and of the beautiful and grand Ithaca Fall on the other.

Forest Fall, the beautiful V-shaped Foaming Fall, some 40 feet high; Rocky Fall, 60 feet high, and many other grand natural wonders are scattered throughout this remarkable region.

For excursion routes and rates see index.

KINGSTON, ONT.

Kingston, aptly called the "Limestone City," is situated at the foot of Lake Ontario, directly opposite Cape Vincent, N. Y., the terminus of the Rome, Watertown & Ogdensburg Railroad, with which place it is connected by ferry.

It is a thriving city of 15,000 inhabitants, and, after Quebec and Halifax, has the strongest fort in the Dominion. A large trade is done here in the transshipment of grain from lake vessels into barges.

A settlement was begun here by the French under Governor de Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac, and received his name. This fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet, in 1758. Finally, the place fell into the hands of the English, from whom it received its present name.

The Thousand Island Steamboat Company's Steamers make two round trips daily, except Sundays, during the Summer season, between Clayton and Kingston, and Alexandria Bay and Kingston, calling at all the principal resorts in the Thousand Islands. No one can be said to have seen the Thousand Islands to advantage until he has taken a trip from Alexandria Bay to Kingston on one of these steamers. A stop of three hours is made at this historical spot, which, with its antique forts, public buildings, Government graving dock, penitentiary, insane asylum, St. Mary's Cathedral, Queen's College, numerous handsome churches, parks and ancient buildings, make this city a center of attraction for tourists. All points of interest are quickly and conveniently reached by the belt line of the street railroad, which completely encircles the city.

The Richelieu & Ontario Navigation Company's Steamers also leave Kingston daily for Montreal, passing all the noted Thousand Island resorts, and through the rapids of the St. Lawrence River. The Grand Trunk Railway also passes through Kingston.

For excursion routes and rates see index.

LAKE CHAMPLAIN.

Lake Champlain is a picturesque sheet of water lying between the States of New York and Vermont, and extends for a short distance into Canada. It is

about 130 miles in length and varies in breadth from half a mile to fifteen miles. This lake, filling a valley enclosed by lofty mountains, is celebrated for its magnificent scenery, embracing the Green Mountains of Vermont on the east and the Adirondack Mountains of New York on the west. Its waters in some places are 300 feet deep and abound with many varieties of fish.

Not only are the shores of Lake Champlain attractive in themselves, but



BEACH OF THE SINGING SANDS, BLUFF POINT, LAKE CHAMPLAIN.

they contain many places of celebrity and historic interest. At the confluence of the outlet of Lake George with Lake Champlain, the ruins of old Fort Ticonderoga loom up on the summit of a high rocky bluff. The remains of the fortress of Crown Point are still visible. The localities where Burgoyne held his council with the Indian tribes, and where Arnold and Carlton fought, are pointed out to the tourist. The naval battle in which Commodore McDonough gained his signal victory over General Macomb and the British flotilla was fought off Plattsburgh, and many other points of nearly equal interest are within easy reach. Vermont's most beautiful city, Burlington, is located upon the eastern shore of the lake. The Adirondacks, Ausable Chasm, and other famous points full of interest to tourists, are reached with facility from Plattsburgh and Port Kent on the western shore.

This popular Summer resort region is accessible by the New York Central & Hudson River Railroad in connection with the Delaware & Hudson Railroad or Central Vermont Line.

LAKE DUNMORE, VT.

Nestling at the foot of the loftiest range of the Green Mountains, and bounded on all sides by verdure-clad hills and rocky bluffs, this picturesque mountain lake

attracts annually thousands of visitors. It is about four miles long, and from one to one and a half miles wide, and its clear and limpid waters teem with muskallonge and trout. Two large Summer hotels and outlying cottages furnish all conveniences. The nearest railroad station is Brandon, on the Central Vermont Railroad.

For excursion routes and rates see index.

LAKE GEORGE, N. Y.

This matchless lake is situated in Warren and Washington Counties, N. Y., 210 miles from New York City, and 70 miles from Albany. It is 346 feet above sea-level, is 35 miles long from northeast to southwest, and from three quarters of a mile to four miles wide. It is the most famous and frequented of American lakes, and is renowned not only for the natural grandeur of its scenery, but also for the historic and legendary associations with which this locality is invested.



PARADISE BAY, LAKE GEORGE.

In the near vicinity stand the sombre ruins of Fort Ticonderoga, where Ethan Allen and the Green Mountain boys earned a nation's gratitude. Here the gallant French General Montcalm, with 10,000 men, besieged Fort William Henry. Here General Abercrombie, with an army of 15,000 men, made an unsuccessful attack upon sturdy old Ticonderoga, and engagements between the French and English with Indian allies, were of such frequent occurrence that in the early days preceding our country's independence the beautiful lake was hardly more than a daily battle ground.

The Indian name of Lake George was "Horicon," meaning "silvery waters," and those who have visited it will recognize this as a most appropriate designation. High hills and precipitous cliffs surround the lake on all sides, and its surface is dotted with a multitude of little islets, said to correspond in number to the days of the year.

The accommodations afforded by the hotels of Lake George are of the best. Among the largest are the Fort William Henry and the Sagamore. The Fort William Henry is situated at the head of the lake, with a commanding view of all the surrounding country. Other excellent hotels are the Fort George, Crosbyside,



LAKE GEORGE, ROGERS' ROCK.

Lake View, Marion House, Fernwood, and the Pearl Point House, in addition to which are a number of superior boarding houses, while the Summer homes of wealthy New Yorkers are to be seen on every island and along the lake borders.

A delightful trip is that by the handsome steamer which starts from the Fort William Henry Hotel, Caldwell, at 9.40 A. M. daily, and, after touching at the wharves of the other hotels, proceeds to Baldwin, near the outlet of the lake, 36 miles, and returns in the afternoon, stopping at Sheldons, Bolton, Shelving Rock, Pearl Point, and many other landings en route.

Elegant drawing-room cars on fast express trains run daily between New York and Lake George via the New York Central & Hudson River Railroad and the Delaware & Hudson Railroad.

For excursion routes and rates see index.

LAKE KEUKA, N. Y.

At Lyons and Geneva the New York Central makes connection with the Fall Brook Railroad. A short side trip down the latter line brings the tourist to Penn

Yan, a pleasant and busy manufacturing village at the foot of Lake Keuka, in the famous vineyard region of the State.

There are extensive graperies upon Seneca Lake, but to see the village at its best, and to study the process of wine making, Keuka should be visited when, in the still September days, her hillsides are resonant with the song of the pickers and the busy steamboats are piled high with crates of the luscious fruit. But Keuka is interesting at any period of the Summer. Along the 22 miles of her length are several good hotels, with the allurements of good fishing, plenteous fare and pure upland atmosphere. The shores are dotted with bright little cottages, and an effort is now being made to give Keuka something the complexion of Chautauqua.

Good roads lead from the lake away through the fine agricultural regions of Yates and Steuben counties.

The leading hotels are the Fairchild House, at Hammondsport, head of the lake, Grove Spring House, and the Ogo-ya-go, upon Bluff Point.

Four miles from Keuka Landing, by stage, is Crystal Springs, a resort having a large sanitarium and hotel. The springs are strong white sulphur.

For excursion routes and rates see index.



LAKE MINNEWASKA.

LAKE MEGANTIC, P. Q.,

Has for many seasons been a favorite haunt of the sportsman and camper-out. Its waters teem with a variety of fish, while the vicinity affords excellent shooting. Improved railway facilities and the recent opening of several good hotels render it a desirable resort for families.

For excursion routes and rates see index.

LAKE MINNEWASKA, N. Y.

This unique and most charming lake is situated on the summit of Shawangunk Mountain. It is 88 miles from New York, and may be reached by the New York Central & Hudson River Railroad to Poughkeepsie; thence by ferry to New Paltz Landing, and a stage ride of nine miles through delightful mountain scenery; but a more desirable route is by the West Shore Railroad direct to New Paltz. The principal hotels are Lake Minnewaska House and Minnewaska Mountain House.

For excursion routes and rates see index.

LAKE MOHONK, N. Y.

This delightful Summer resort may be reached by the New York Central & Hudson River Railroad to Poughkeepsie, ferry to New Paltz Landing, and thence by stage, but the most desirable route is by the West Shore Railroad direct to



LAKE MOHONK.

New Paltz. The lake and its surroundings form one of the most wonderfully beautiful bits of scenery to be found anywhere in this country or the Old World. Two large hotels furnish accommodations for Summer boarders.

For excursion routes and rates see index.

LAKE MUSKOKA, ONT.

This is the largest and one of the most beautiful of the lakes comprised under the general term of "The Lakes of Muskoka." It is about 22 miles long and eight miles wide, and, in common with all the other lakes of the Muskoka district, it affords most splendid fishing; salmon, black bass and pickerel abound. The surface of the lake is studded with islands, large and small, many of which are adorned with handsome cottages, while several thriving villages, most of them offering first-class hotel accommodations, surround its margin. Art has been evoked in many instances to enhance the attractiveness of nature, and walks and drives, glades and grottoes have been formed to make pleasant this holiday country home.

For excursion routes and rates see index.

LAKE ST. JOHN, P. Q.

Lake St. John, the headwater of the famed Saguenay River, is situated in the northeastern peninsula of Canada, that extends from Hudson Bay southward to the River and Gulf of St. Lawrence, and eastward to Labrador, a section of country which, for extent and diversity of landscape, can be best illustrated by calling it the Canadian Adirondacks. It has become the Mecca of the American tourist, sportsman, canoeist and woodman.

Arrived at Roberval, the present northerly terminus of the railway, on the

westerly shore of Lake St. John, the train pulls up at the Hotel Roberval, which, to the surprise of the tourist or sportsman who first visits the lake, and who may not have read or heard of the house, is found to be a magnificent new hostelry, with a frontage of one hundred and eighty feet, having three wings, each a hundred feet long, and accommodation for three hundred guests. It is elegantly furnished throughout, and supplied with billiard-room, bowling alley, and a promenade and concert hall. The bedrooms are all large, comfortable and well ventilated, several being *en suite*, while almost every room in the house commands a magnificent view of the lake and surrounding country. It is the necessary headquarters of all tourists visiting Lake St. John and the surrounding territory, and of all fishermen bent upon the capture of the gamy Ouananiche (pronounced o-na-nish), which is indigenous to Lake St. John and its tributary waters.

Of all the finny tribes that swarm the inland waters of this sportsman's paradise, the Ouananiche is king—so far, at least, as gameness is concerned. Its fighting powers baffle description. With the qualities of the salmon and trout it unites those of the bass, its leaps out of the water when hooked being simply prodigious. During the last two years hundreds of anglers from all parts of the American Union have visited Lake St. John to match their finesse against the agility and strength of this aquatic warrior. Out of the water, as well as in it, the Ouananiche is one of the most beautiful fish that swims; and its flesh is considered by many superior to that of the ordinary salmon.

Those who have from a few days to as many weeks to devote to camp life in these northern woods may select any one of fifteen or twenty routes mapped out for woodsmen, all of which were unknown to white men but two or three years ago. The inland streams and lakes away to the north, that form such enjoyable lines in the chain of these tours, literally swarm with speckled trout, and their waters have rarely been invaded by civilized fishermen, while bears and other large game are plentiful. Then, there is the descent to Chicoutimi by canoe, through the Belle Riviere and Lakes Kenogami and Kenogamichiche, noted for their splendid trout, or, the grandest trip of all, the shooting of the magnificently wild rapids of the Grande Discharge, a distance of some forty miles, to the head of steamboat navigation on the Saguenay River.

For the guests of the Hotel Roberval there are numerous attractions in addition to those already indicated. The Montagnais, some of the darkest colored of Canadian Indians, have a reserve at Pointe Bleue, three miles from the hotel, and are an exceedingly interesting tribe. They hunt the regions extending from Lake St. John to Hudson Bay. Five or six miles in another direction are the far-famed Ouatichouan Falls, two hundred and thirty-six feet in height, an extremely beautiful cataract, higher than either Niagara or Montmorenci. Naturalists, tourists, scientists, and sportsmen may all find in this entrancing country recreation and health, instruction and pleasure, amusement and sport, in a holiday tour to "The home of the Ouananiche."

For excursion routes and rates see index.

LEBANON SPRINGS, N. Y.

These springs, famed for their medicinal properties, are located on the Bennington & Rutland Railroad, 154 miles from New York. The village is 1,000 feet above the sea, and the air is always fresh and invigorating. Columbia Hall, the principal hotel, has been entirely refitted and refurnished and this season will be conducted under the management of Mr. T. W. Stevens. The Shaker Village near the springs is worth visiting, and strangers are always welcomed and politely entertained.

For excursion routes and rates see index.

LITCHFIELD HILLS, N. Y.

Within five hours of Grand Central Station is a beautiful country, just becoming known to, and appreciated by, the citizens of New York. Those who love and enjoy magnificent surroundings, views of mountain and valley, of lake and river, of meadow and woodland, with pure and bracing air, water of crystal purity, roads that make pleasure riding a pleasure indeed, society of the highest, church and school facilities of the best, should give attention to the

LITCHFIELD HILL REGION.

Leaving Grand Central Station at 3.50 P. M., Norfolk is reached at 7.40 P. M. in a through car, via the New York Central (Harlem Division) to Millerton, thence via the Philadelphia, Reading & New England Railroad. Three miles east of Millerton, after passing through "Ore Hill," notable only for the very



ELM TREE, CANAAN, CT.

fine quality of iron ore here found, the car reaches the first of a succession of charming villages, in Lakeville, situated on the shore of a beautiful sheet of water, and supplied with country hotels and boarding houses of moderate charges



NEAR LIME ROCK, CONNECTICUT, IN THE LITCHFIELD HILLS.

and excellent accommodations. The next stop, at Salisbury, shows one a neat, attractive country town, where Summer board can be had. Chapinville, eight miles from Millerton, is another of the lake villages of this region, as also is



HAYSTACK MOUNTAIN, NORFOLK, CONN.

Twin Lakes, another mile further east. Justice to the quiet beauty of these delightful spots cannot be done in so short a space, but a visit to either will convince anyone that too much cannot be said in their favor.

The very sight of the surroundings of lake and forest, cool shady nooks, pine grove and general quiet, is restful; and to one in quest of comfort, quiet pleasure and rest, no place offers greater advantages. Just east of Twin Lakes the Housatonic River is first seen, and its course is followed closely by the railway to Canaan, a beautiful village, comparatively well known, and receiving each season a large number of Summer visitors. A few miles further on we reach the summit of the Litchfield Hills, and the village of Norfolk, the beauty and delights of which can ill be described here.

From Norfolk magnificent views are to be seen in every direction. Bear Mountain (the highest land in the State), Bald Peak, Haystack Mountain, Talcott Mountain and many others are plainly visible. On the top of Haystack Mountain a belvedere was erected some four years ago, and from this a view is had that is probably not excelled in America — mountain peaks in Connecticut, Massachusetts and New York being plainly visible to the observer.

Very many Summer cottages of elegant design and finish are located here, and many more are building ; the residents being the citizens of Boston, Hartford, New Haven and New York.

It is but 30 miles to the world-famed Lenox of the Berkshire Hills, and an excellent country road between the two points is freely utilized by those who love long country drives.

For excursion routes and rates see index.

MACKINAC ISLAND, MICH.

Just across an arm of the Straits of Mackinac, whose blue-green waves divide the State of Michigan, is Mackinac Island, nearly nine miles in circumference, and at its highest point over 300 feet above the waves. This island has filled an important place in the history of exploration. Here was a rendezvous of the daring French voyagers and adventurers before the pilgrims landed on Plymouth Rock. Here occurred many wild and thrilling incidents in the lives of Marquette, Hennepin, Nicollet and La Salle ; and over at Point St. Ignace, in plain view, Marquette was escorted to his burial place by a hundred canoes of plumed and painted Ottawa, Huron and Ojibway warriors, in 1677. Just across, on the most northern point of the Lower Peninsula, stood old Fort Mackinac, the scene of the terrible massacre of the whites by the Indians under Pontiac in 1763. On this island were fought two battles of the war of 1812, and here for forty years were the headquarters of the American Fur Company, of which John Jacob Astor was President. Here Schoolcraft wrote his celebrated History of the North American Indians, and the legend of Hiawatha, which Longfellow, who visited him here, afterward expanded into a poem. Recently, Marion Harland has added to her wide fame by a new book "With the Best Intentions," in which the Summer society is portrayed with fine perception and a vigorous hand, interspersed with vivid word pictures of the island's varied scenery, redolent with the flavor of its history and traditions.

For several years the ever-increasing throng of tourists that have sought the island for recreation, for sport and for health, have taxed the hotel accommodations to the utmost. Recently, the Grand Hotel, of magnificent proportions and attractive appearance, provided with every modern convenience and comfort, has been erected on the bluff of the island, about half a mile back of the village, with a grand outlook far over the Straits and Lake Michigan. It is under the efficient management of Mr. James R. Hayes, and nothing is spared to make it first-class in every particular.

For excursion routes and rates see index.

MANCHESTER, VT.

This beautiful Vermont village is 215 miles from New York, on the Bennington & Rutland Railroad, and is situated in a pleasant valley between the Green

and Equinox ranges. For nearly half a century it has been one of the principal resorts of New England, famed alike for its beautiful scenery, fine drives, healthful, invigorating air, pure water and numerous brooks alive with trout. A notable feature of the village is its white marble pavements the product of numerous marble quarries in the vicinity. The roads are excellent, and tramping is a recognized form of amusement. Parties are met with at every turn climbing the mountains, and exploring the wild and picturesque glens and hollows with which they abound. Mt. Equinox and Stratton Gap are the great objects of interest.

Though seemingly enclosed by green hills, and "far from the maddening crowd," it is in reality easily accessible, and there are fast trains with through drawing-room and sleeping cars from New York daily via New York Central & Hudson River Railroad. The most convenient train to take leaves Grand Central Station about 8.30 A. M., and reaches Manchester at 3.00 P. M., in time for dinner.

Manchester is 1,000 feet above the sea, at the base of Mt. Equinox, whose summit is 3,000 feet higher. Its altitude assures continual breezes and freedom from the intense heat of lower levels. It has long been known as a model village, the main street being bordered by wide lawns, over-arched by century-old elms and maples. Shaded by these trees are the marble sidewalks, and back of them the cottages in their setting of emerald, the entire absence of fences on the street giving the effect of a park. The roads in all directions are exceptionally well kept, and every turn reveals fresh beauties of nature, making walking and driving a never failing delight.

The early history of the township is full of interest, and there are many associations with it that are worthy of special mention. It was incorporated in 1761, two months after the settlement of Bennington, and a few years later the first inn was built on the spot where now stands the summer cottage of Rev. Dr. G. H. Smythe of New York. On account of the conflicting claims of New York and New Hampshire to the territory now comprised in the State of Vermont, a regular military organization was formed in 1772, with Ethan Allen as its chief, and Manchester, from its central location, was frequently the chosen place for meeting and drill. But when the greater contest between the colonies and England came on, all local troubles were held in abeyance, and the warlike spirit of the famous "Green Mountain Boys" was turned against an enemy not so near home. Manchester was the rendezvous of the men who went with Gen. Stark to Bennington, on the eve of that historic battle when Mollie Stark did *not* sleep a widow, and in the southern portion of the town is still shown the crumbling foundation of the house that was the birthplace of the redoubtable Ethan Allen. The famous "Council of Safety," which, in the absence of any regularly organized government, wielded unlimited power during the first nine months of the existence of Vermont as a separate colony, held its first meetings in the inn kept by Martin Powell, on the present site of the Equinox House. It was here that a

decree was made sanctioning the confiscation of Tory property—the earliest instance of such confiscation during the Revolution—and the estates of Tory residents of Manchester were the first to be seized for the public defense. The Equinox House itself stands on confiscated ground.

In Manchester and its vicinity are numerous natural attractions, well worthy of a more extended description than our space permits.

The Equinox House is the principal hotel.

For excursion routes and rates see index.

MASSENA SPRINGS, N. Y.

This is a resort enjoying more than a local reputation, having been celebrated for several generations through the potent effects of its strong sulphur waters, which gush from a group of springs upon the shady banks of the Raquette River. The Hatfield House, which is essentially a tourist hotel, is kept in excellent style, the table being supplied from its own farm and kitchen gardens adjacent to the house. White's Hotel, located in the village, also accommodates tourists.

The fishing in this section is varied and excellent, many large muskallonge being caught in the vicinity.

Massena Springs is reached by the New York Central and the Rome, Watertown & Ogdensburg railroads.

For excursion routes and rates see index.

MIDDLEBURY, VT.,

Is pleasantly situated on the Otter River, and is an ideal place to spend a vacation. The air is pure and health-giving, the scenery beautiful. Neighboring streams afford excellent fishing. Middlebury College, erected in 1800, one of the most noted institutions of learning in the country, is situated here.

For excursion routes and rates see index.

MILLBROOK, N. Y.

The sightly location, the pure mountain air and water, and the various accommodations of Millbrook are attracting more Summer and Autumn guests every year. Situate at high altitude in the midst of a charming country noted for superb mountain scenery, exceptionally fine roads, beautiful walks and drives, this village is fast becoming a second Lenox, and a large number of the best people of New York and Brooklyn make it their Summer and Autumn home. Numerous lakes and mountain streams afford excellent fishing. The scenic beauties of the near vicinity are marked and striking, and the drives are admitted

to be particularly fine. This town, as do many of the adjoining ones, takes pride in keeping its roadways in most excellent condition, and the nature of the soil is such that they are always good and always in order for enjoyable pleasure riding.

One of the most charming features of Millbrook is "Tyrrel Lake," a beautiful sheet of water, situated a short distance southeast of the village. The outline of this lakelet is marked by bays and capes, and its shores, here and there, beautiful with groves of pine, hemlock and maple. The land rises in gentle slopes from the water, furnishing magnificent sites for country seats.

Millbrook Inn, the principal hotel, is high up on the top of the mountain, where pure air abounds, and overlooks the villages, farms and homes as far as the eye can reach. Tyrrel Lake lies near at hand, with other miniature lakelets not far away. Several other good hotels and boarding houses furnish first-class accommodations. An excellent livery is maintained and the charges are very reasonable.

For excursion routes and rates see index.



VIEW ON TYRREL LAKE, NEAR MILLBROOK.

MONTPELIER, VT.

Few places in New England can offer so many attractions to the Summer visitor. The town nestles at the foot of high verdant hills, and contains a resident population of about 4,000. To sum up in few words, its climate is delightful ; its scenery charming ; its people hospitable.

For excursion routes and rates see index.



MILLBROOK INN.

MONTREAL, QUEBEC.

Montreal is the metropolis of British North America, and is a place of great interest to the tourist, both in Summer and Winter. Its population is made up of French and English people, the former predominating. There are many attractions, and the view to be had from the summit of Mount Royal is one of the greatest. Among the others are the Cathedral of Notre Dame, the English Cathedral, the new Roman Catholic Cathedral (in process of erection), Bonsecours Market, the Court House, Custom House, Hotel Dieu Hospital and various other institutions and public buildings. There are many beautiful drives around the city, the roads being similar to those found in the Old Country. There are many

excellent hotels, among which are the "Windsor," "St. Lawrence Hall," "The Richelieu" and "The Balmoral." The French quarter of the city is particularly interesting to the tourist.

The large steamers of the Richelieu & Ontario Line, connecting with the Rome, Watertown & Ogdensburg Railroad trains at Clayton and Alexandria Bay in the early morning, land their passengers here at supper time after a delightful voyage down the rapids of the St. Lawrence.

The new Adirondack & St. Lawrence Line is fast becoming the popular route between New York and Montreal. Solid Wagner vestibule trains, composed of baggage, buffet, smoking-cars, first-class passenger coaches and magnificent buffet sleeping cars leave New York every evening, running through to Montreal without change. Superbly appointed dining cars are attached to these trains—serving breakfast north-bound, and dinner south-bound—between Malone and Montreal. By this new departure passengers may secure breakfast or dinner at their leisure, and at a reasonable price.

For excursion routes and rates see index.

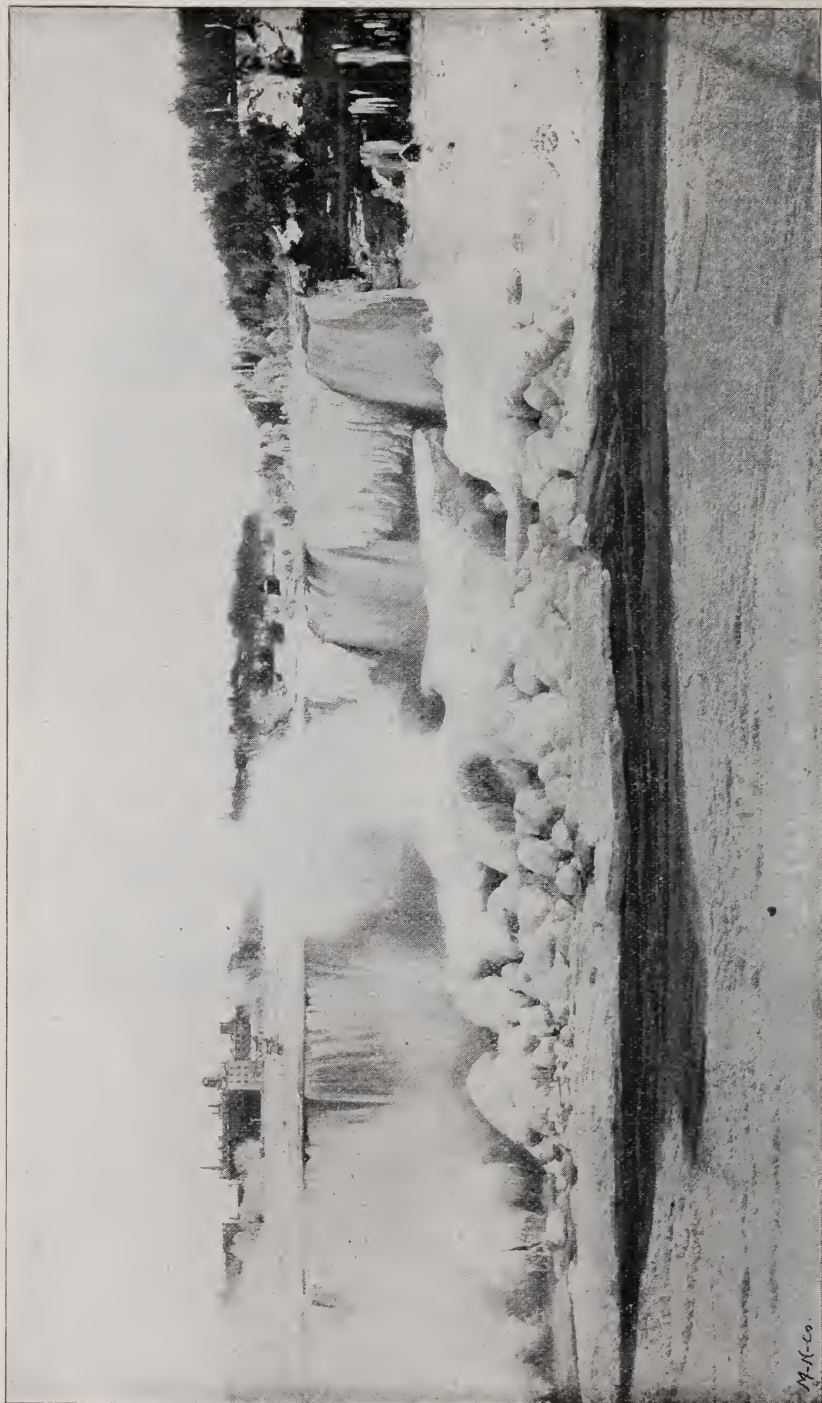


NIAGARA FALLS IN WINTER, FROM PROSPECT POINT.

MORRISTOWN PARK, N. Y.

The handsome Terrace House at this park occupies a picturesque site upon the slope of a wooded ridge one mile below Morristown and a dozen miles above Ogdensburg. A fine wharf facilitates landing from steamers, and the trains of the Rome, Watertown & Ogdensburg Railroad pass along the front of the grounds. A grove and many pretty cottages, where camp-meetings are held, occupy a position in rear of the hotel.

For excursion routes and rates see index.



M.H. Co.

AMERICAN FALLS IN WINTER, NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

NIAGARA FALLS, N. Y.

Niagara Falls is recognized as the greatest natural wonder in the world, and is the objective point of tourists from the most remote parts of the earth. The mighty volume of water which forms the outlet of the great Lakes Superior, Michigan, Huron and Erie, is here precipitated over a precipice 160 feet high, with a roar which may be heard, under favorable circumstances, a distance of fifteen miles. Anthony Trollope wrote: "Of all the sights on this earth of ours, which tourists travel to see, I am inclined to give the palm to Niagara. In the catalogue of such sights I intend to include all buildings, pictures, statues and wonders of art made by men's hands, and also all beauties of Nature prepared by the Creator for the delight of His creatures. This is a long word,



ROCK OF AGES, NIAGARA FALLS. NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

but as far as my taste and judgment go, it is justified. I know of no other one thing so beautiful, so glorious, and so powerful."

This mighty cataract is 447 miles from New York (within a single day's journey), and is reached most directly by the New York Central & Hudson River Railroad, of which it forms the western terminus.

In 1885 the State of New York acquired by purchase all the property on the American side adjacent to the Falls, including Prospect Park, and all the



THREE SISTERS ISLANDS. NIAGARA FALLS.

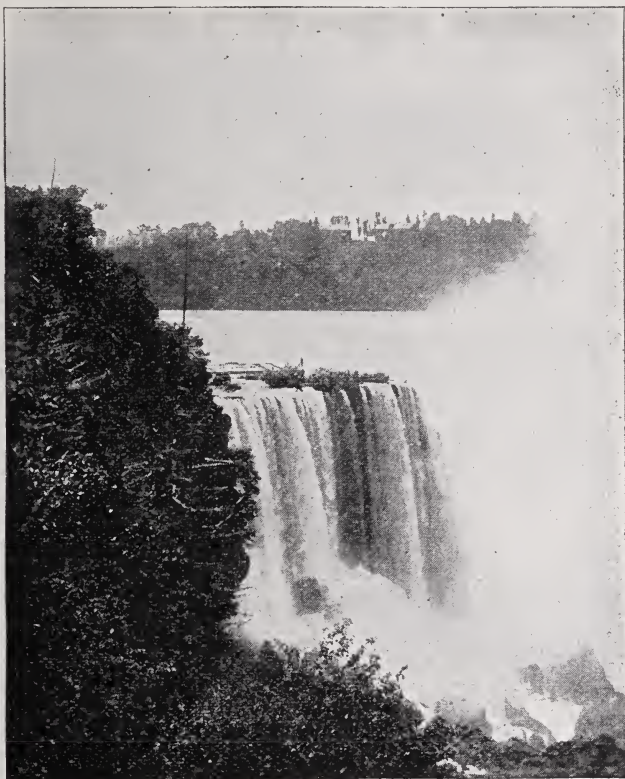
unsightly structures which heretofore obstructed the view have been removed, and a handsome terrace constructed for a distance of half a mile up the river.

It seems presumptuous to attempt a description of these world-renowned Falls in a meagre sketch, as volumes portraying their grandeur and magnificence might be written, and yet fail in conveying to the perception a clear and succinct outline of their wonderful proportion and great sublimity. To be properly appreciated they must be visited, and when once viewed the recollection of the visit will linger long in memory.

There is some uncertainty about the sex of Niagara. Is it Cleopatra, a queen of the sea, with the serpentine tresses? The full curves are feminine, certainly. Or is it a sleeping Hercules, with tangled beard and knotted muscles? Perhaps both, for the Falls are double and essentially different, combining two great divisions of water scenery; the excitable, impulsive, fickle, endless fancies of the rapids, and the slow, wheel-like, unceasing, unfeeling, unvarying curves of the Falls themselves. Father Hennepin, its first white visitor, dared not name the spectacle. He could not tell what title to give it, so he called it still

by its Indian name. The Senecas hereabouts (for our encyclopædias ignore the matter) say that it means the Neck of the Lakes. One old Indian brave at least, to whom he applied, gave that answer.

Niagara, whatever it means, is in Winter or Summer alike a mystery. It cannot be photographed or pictured or understood. It preaches over our heads. But it is good to go often and sit down under its vast rock pulpit, and even to



TERRAPIN ROCK, HORSESHOE FALLS.

fall asleep when the wind blows amid its dull, solemn roar, which is so unlike that of the sea — as children used to sink to rest under the old Puritan divines, not grasping their meaning, or even remembering their words, but carrying away ever an ineffaceable and holy impression of power divine.

Few of those who at Niagara Falls see Indian men and women offering trinkets and ornaments for sale know that but a few miles distant is an Indian reservation, inhabited by one of the Iroquois tribes, and governed by a council of chiefs. It is fitting that the Iroquois should still be at Niagara, for the locality is one which is famous through Iroquois history and legends.

At Niagara, at the chasm of Devil's Hole, a destructive onslaught was once made by the Iroquois upon British troops in the course of the Pontiac War, and

men and horses were forced over the edge of the terrible gorge into the depths below. Under the Falls it was that the Iroquois imagination located the home of the mighty Spirit of Thunder. In the caverns beneath the roaring waters he dwelt, and when he issued forth the Indians trembled to hear him shouting in the sky.

From Lewiston, below the Falls on the Niagara River, a drive of three miles leads to the reservation, a tract inhabited by about 450 Indians of the Tuscarora tribe. The cultivation of the land is careful and systematic. There are fine-looking farms, and well-built houses, and prosperity and comfort abound.

When a youth reaches the age of twenty-one, or when he marries (and there is no law fixing a legal marriageable age), he has attained his majority. He then applies to the council and is given from two to six acres of land, not cleared, but generally where Indians have been chopping to obtain wood for fences or other purposes, all the woodland being held strictly in common until assigned to individual use.

He clears and cultivates his few acres and may afterward apply for more, the council then exercising its discretion as to whether or not to allow it. No great quantity, however, is thus given. The successful farmer obtains as much as he can in grants, and then gradually secures more by purchase from others. Some families cultivate as many as seventy-five acres.

No land can be actually given or sold on the reservation, but the right to occupy is considered sufficient, and all improvements belong to the individual making them, this tenure giving a feeling of security and offering some incentive to endeavor. While, however, land adjoining the reservation is worth from \$50



WHIRLPOOL AND RAPIDS, LEWISTON BRANCH.

to \$75 per acre, the industrious Indian can obtain for the permanent use of himself at from \$5 to \$15 an acre.

Education has made rapid strides among the Tuscaroras. The Government is vested in a council of sixteen chiefs, holding for life or during good behavior. A most peculiar thing is that, according to an ancient custom, it is by the matrons of the tribe that the chiefs are elected whenever vacancies occur. Before the chief can take his seat, however, the election must be ratified by the council.

The deposing of a chief, too, is a strange reminder of ancient days, and



DEPEEW CASCADE, LEWISTON BRANCH OF THE NEW YORK CENTRAL.

carries the fancy back to the time when wigwams dotted the forest, and deer and bear ranged wild. The council assembles. A warrior steps slowly forward, and presenting a string of black wampum to the presiding chief, states in solemn tones that the accused chief is thereby "cut down."

Then, if there is no opposing voice, the chief is considered deposed, but if,

as is more often the case, there is a defender, he steps out, and with a string of white wampum declares that the chief is "not cut down." Then the accuser must reiterate his charge, and thereupon a formal trial proceeds.

The Tuscaroras are proud of the fact that what they possess is in no way the gift of the United States Government. When long ago they were driven from the South and forced to take shelter at the "long house" of their Iroquois brethren, a square mile of land was generously given them by the Senecas. Later, about the beginning of this century, two square miles were given them by Robert Morris. Since then they have purchased more, until now they own 6,249 acres. They receive no annuities from the Government, no gifts—in fact, absolutely nothing.

A trip to Niagara Falls is not complete without a ride over the Lewiston Branch of the New York Central, which extends from Niagara Falls to Lewiston, a distance of seven miles, along shelving rock overlooking the magnificent scenery of the Niagara Gorge, and in full view of Queenston Heights, the Whirlpool Rapids, and Brock's Monument.

River-view trains, equipped with observation cars, are run at frequent intervals, and a pleasure steamer on Niagara River connects with observation trains, making trips to Brock's Monument, Queenston, and to the outlet of the river at Lake Ontario, Fort Niagara, Youngstown, etc.

The Niagara Navigation Company's fast and palatial passenger steamers, the "Chicora" and the "Cibola," ply regularly between Lewiston and the city of Toronto, in connection with the New York Central trains, which now run direct to Lewiston dock.

For excursion routes and rates see index.

NIAGARA-ON-THE-LAKE, ONT.

This delightful resort is situated on the shore of Lake Ontario, at the mouth of the Niagara River, 14 miles below the Falls, and presents varied attractions for a Summer sojourn. The Queen's Royal Hotel, under the management of Messrs. DeGraw & Winnett, has accommodations for 300 guests, and is noted for its excellent cuisine and service.

For excursion routes and rates see index.

OGDENSBURG, N. Y. •

The Oswegatchie River comes down into the valley of the St. Lawrence from a group of lakes upon the plateau to the southward, and at Ogdensburg supplies an excellent water-power, which has contributed much toward making this place one of the most prosperous and handsome cities upon our northern frontier.

It is an important transfer point for grain and merchandise coming in via the great lakes and the Canadian railways. Many handsome churches and public

buildings, as well as artistic homes, border the shady streets. Ogdensburg is one of the most important points on the Rome, Watertown & Ogdensburg Railroad, and the western terminus of the Ogdensburg & Lake Champlain Railroad.

For excursion routes and rates see index.

ONEIDA LAKE, N. Y.

Oneida Lake is especially famous for its fishing, and large numbers of permanent Summer homes have been built here. Frenchman's Island is the objective point for excursionists.

The Elmira, Cortland & Northern Railroad connects with the New York Central at Canastota for the Lake resorts.

The New York, Ontario & Western Railway, with which connections are made at Oneida, traverses this lake, and lands passengers at any of the beaches on the eastern and northern shores.

For excursion routes and rates see index.

ONTARIO BEACH, N. Y.

This attractive Summer resort is situated at Charlotte, on the shore of Lake Ontario, seven miles from the city of Rochester. The surrounding country is as fertile as a garden, and a ride or walk in the vicinity presents scenes of beauty and varied color that none can fail to admire and enjoy. The village itself, with its well shaded streets, tasteful houses, and public-spirited citizens, makes an ideal Summer home.

Directly upon the shore of the lake, about a half mile distant from the village, is the commodious and elegant Hotel Ontario, which was erected in 1884, at great expense. It is handsomely furnished and fitted throughout, and contains all the latest appliances for the comfort and pleasure of patrons. A large dancing pavilion, near the hotel, for the use of excursion parties, is connected with bowling alleys, billiard rooms and the like, and, though separate from the hotel itself, these means of recreation are close at hand. The beach, at the point where the hotel is located, is exceptionally fine for bathing, and the facilities for boating and fishing are unsurpassed. Two hundred guests can be accommodated with ease, and the trains of the New York Central, after making a detour about the grounds, stop in front of the main entrance.

For excursion routes and rates see index.

OSWEGO, N. Y.

Oswego is the handsomest and most important city on Lake Ontario. It is a large grain and lumber mart, and has also extensive manufacturing interests, flour, starch and iron being the principal products. The city contains several

large hotels and numerous private boarding houses, and, by reason of its pleasant situation and many attractions, is a popular Summer resort.

For excursion routes and rates see index.

OTTAWA, CANADA.

The Government buildings, which are, perhaps, the finest public buildings in America outside of Washington, are the chief feature of the city. There is also the library, one of the largest and most valuable in the world, containing over 100,000 volumes. Other points of interest are the Cathedral of Notre Dame, the Grey Nunnery, the Chaudiere Falls, the Rideau Falls and the Des Chenes Rapids. From here the steamers of the Ottawa River Navigation Company run to Montreal, passing through the Lachine Rapids of the St. Lawrence River by daylight, or the Canada Atlantic or Canadian Pacific Railway may be used to Montreal.

The New York Central, in connection with the new Adirondack & St. Lawrence Line, is the popular route between New York and Ottawa. Wagner vestibule buffet sleeping cars leave New York every evening, except Saturday, arriving Ottawa at a seasonable hour in the morning.

For excursion routes and rates see index.

OWASCO LAKE, N. Y.

This placid sheet extends between gently sloping hills, dotted with farms and groves, from a point three miles from Auburn, ten miles toward the south, with an average width of one mile.

Excellent drives extend along either side of the lake, and upon its western shore the track of the Auburn Division of the Lehigh Valley Railroad connects Auburn and the New York Central & Hudson River Railroad with several pretty resorts upon the lake and with the main line of the Lehigh Valley Railroad at Sayre, Pa.

For excursion routes and rates see index.

PLATTSBURGH, N. Y.

A beautiful town of about 8,000 inhabitants, situated on the west shore of Lake Champlain, at the mouth of the Saranac River. The Champlain Transportation Company's steamers ply daily between Fort Ticonderoga and Plattsburgh, and daily steamers cross the lake to St. Albans, a sail of 25 miles, and a most delightful trip. The black bass fishing in Lake Champlain is unsurpassed, if equaled, by any other waters.

For excursion routes and rates see index.

PORTSMOUTH, N. H.

This is a venerable old town with beautifully shaded streets, handsome gardens and home-like residences. It is the only seaport of New Hampshire, and possesses a fine harbor, which ships of any size may enter with safety. The Kittery Navy Yard is located on Continental Island, reached by Ferry from the mainland. The hotels of Portsmouth are numerous and excellent. Among the principal ones are the Rockingham, Kearsarge and the Webster. The Wentworth House, one of the finest hotels on the coast, is situated on Newcastle Island, about two miles from Portsmouth.

For excursion routes and rates see index.

POULTNEY, VT.

A pleasant New England village, in the midst of fine hill scenery, and much frequented as a Summer resort. Eight miles southeast of Poultney are the famous Middletown Springs—four in number—and noted for their curative power in nervous and debilitating diseases. The Montvert Hotel, at the latter place, is one of the largest and finest hotels in Vermont, possessing accommodation for 350 guests.

For excursion routes and rates see index.

QUEBEC, P. Q.

One of the quaintest and most interesting cities on the continent of America. It is situated at the confluence of the St. Lawrence and the St. Charles rivers, and



CITY OF QUEBEC.

is divided into two portions, called the Upper Town and the Lower Town, the former being perched upon the summit of Cape Diamond, 333 feet above the river,

and comprises the vast fortification of the Citadel, hotels, private dwellings and churches. The Lower Town is the commercial section of the city. Quebec is one of the oldest, and, in point of history and scenery, one of the most interesting cities in America. From a military point of view it is the stronghold of Canada, and the Citadel is considered the strongest in America. Among the other points of interest are the Custom-House, Post-Office, the Basilica of Quebec, the Anglican Cathedral, the University, the Marine Hospital, the monument to Wolfe and Montcalm, and eight miles below the city are the beautiful Falls of Montmorenci, a place much frequented by tourists; there is also Lake St. John, 190 miles north of Quebec, and reached by the new Quebec & Lake St. John Railway, or by steamers of the Richelieu & Ontario Navigation Company, besides many other points of great interest to the traveler in search of pleasure.

For excursion routes and rates see index.

RANDOLPH, VT.

The stranger is surprised on nearing this village at the evidence of prosperity and thrift everywhere visible. The surface of the surrounding country is elevated and the air pure and invigorating. The Cottage Hotel, Griswold House and Parish House furnish excellent accommodations for Summer visitors.

For excursion routes and rates see index.

RICHFIELD SPRINGS, N. Y.



RICHFIELD SPRINGS is among the Otsego hills and lakes, in the county of that name, very near the center of the State of New York. It is fourteen miles from Cooperstown, and but six miles from the famous Otsego Lake, renowned for romance of the past and picturesque beauty now and always.

It is most directly accessible by the New York Central Route, over which through drawing-room cars run in connection with the Delaware, Lackawanna & Western Railroad, from Utica, a distance of fifteen miles.

No scenery is perfect without a sheet of water in the landscape, and Richfield Springs is so happily located that this requirement is also fulfilled. The village is located on the shore of Canadarago Lake, one of the prettiest sheets of water in America, among the hills separating the Mohawk and Susquehanna Valleys. The lake being five miles long by about two wide, is sufficiently large for boating, whether with canoes, skiffs, sail boats or steam launches and yachts, while its expanse is not sufficient to make its waters dangerous or even unpleas-



THE NEW BATHING ESTABLISHMENT, RICHFIELD SPRINGS, NEW YORK.

antly rough, from any winds that can reach it in its mountain setting. It is a bowl of water of crystal clearness, rimmed by picturesque and protecting hills, in whose shadows one can creep through all the sunshine hours. It is the delight alike of the artist and the tourist. A beautiful island is encircled by its pellucid water, breaking its smooth surface and adding much to the charm of the view.

The Springs, which add a great and unique attraction to the scenic and sanitary advantages of this secluded and yet accessible and brilliant vacation home, are the leading Natural White Sulphur Fountains of the North, and are not sur-



RICHFIELD SPRINGS, CANADARAGO LAKE, FROM WALNUT HILL.

passed either in the value or the celebrity of their waters by any sulphur springs in the world. Though alike in general characteristics, these sixteen springs in or near the village differ widely in their special properties. While their waters, intelligently used, are healthful to everybody, cleansing and toning up the system, they are especially valuable as alteratives or blood purifiers, and in all kinds of rheumatic affections.

Indeed, experience has abundantly shown that they positively cure rheumatism, gout, malaria, neuralgia, dyspepsia, catarrh, liver and kidney complaints, and all diseases of the blood, while they have no superior in cases of consumption and nervous disorders resulting from impaired nutrition. As a safe retreat for the victims of hay-fever, Richfield Springs is unsurpassed.

The great White Sulphur Spring of Richfield is located in the Spring House Park. An analysis by Mr. Chas. Chandler, Ph. D., Professor of Analytical and Applied Chemistry, Columbia College, New York, shows that the water of this

spring contains in its solution more sulphuretted hydrogen than any other sulphur spring in the United States.

The new bathing establishment, shown in the accompanying illustration, occupies a space about 180 feet deep by 120 feet wide, and is said to be the most perfect bath-house in this country. The main front of the building faces south-east and the entrance doors open directly into a large lobby in which is the mineral spring. The spring is depressed below the floor and surrounded by a railing, enabling a large number of persons desirous of drinking the waters to



TENNIS COURTS, SPRING HOUSE, RICHFIELD SPRINGS.

be served at one time. At the rear of the lobby a hall leads to the several bath-rooms and rooms designed for special medical treatment. The Turkish baths have hot rooms, douche, massage, steam and reclining rooms, plunge baths, etc. At the rear of the building, and connected with both the bath-halls and with the Turkish baths, is a large swimming pool, 42 feet long, 17 feet wide and from 4½ to 6 feet deep at either end. This pool is especially adapted to instruction in swimming.

In the southern corner of the building, and reached from the left of the main hall, are the respiration room and the sun bath. Facilities are also provided for electric baths. The whole establishment is under the personal supervision of the physician in charge, Dr. Chas. C. Ransom.

The hotels at Richfield are large and modern, with the very best service and reputation.

For excursion routes and rates see index.

RICHMOND, VT.,

Is in the midst of a rich agricultural country, and, next to St. Albans, sends to the Boston market the largest quantity of butter and cheese of any town in the State. The town lies just where the Winooski Valley opens into that of Lake Champlain, and combines in a most attractive manner the beauties of mountain and meadow. Board is good and accommodations first-rate.

For excursion routes and rates see index.

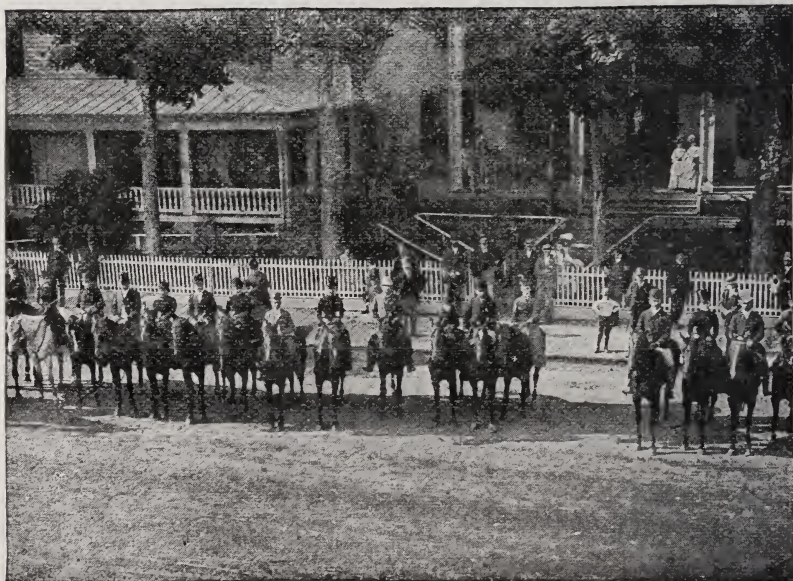
RIDEAU LAKE REGION.

This region is the celebrated Mecca of sportsmen from all parts of the country, and affords the finest black bass fishing in Canada. Good hotels are numerous, and the rates uncommonly low. The principal fishing grounds are Long Island, Westport, Newboro, Portland, Charleston Lake and Delta.

For excursion routes and rates see index.

ROUND LAKE, N. Y.

This lake, as its name indicates, is nearly circular in form and about three miles in circumference. It is the headquarters of the celebrated Round Lake Summer schools, which are in session about three months every year, and are in charge of a faculty of forty of the best teachers of the country. The grounds are in an extensive forest tract bordering the lake, and contain a large Summer



SPRING HOUSE, MAIN STREET, RICHFIELD SPRINGS.

hotel, a fine museum, art school and costly memorial building. The streets are regularly built, running at right angles, and are lined with cottages, making altogether a village of considerable size, which presents a unique appearance, embowered, as it is, in the woods, with the throng of visitors and residents who enliven its sylvan glades in great numbers from June until late in September. Private board and lodging may be obtained in cottages at very reasonable rates. An expensive system of sanitary drainage has recently been completed, adding to the salubrity of the place and making it a delightful and healthful Summer resort.

For excursion routes and rates see index.

ROUSE'S POINT, N. Y.,

Is a village of about 1,500 inhabitants, situated at the northern extremity of Lake Champlain, at the mouth of the Richelieu River. It commands many fine views embracing numerous islands and points of land. The opportunities for fishing, yachting and driving has made this place one of the most attractive resorts in Northern New York.

For excursion routes and rates see index.

RUTLAND, VT.,

Is a beautiful and prosperous city of about 10,000 inhabitants, most of them employed in the marble interest. From fifteen to twenty quarries are being vigorously worked, and the beautiful white product is everywhere in evidence—buildings, pavements, walls, beside interior decoration and furnishing.

Rutland was settled in 1770, and fortified in 1775 as a station in the great northern military route. It contains many fine residences, public buildings and churches.

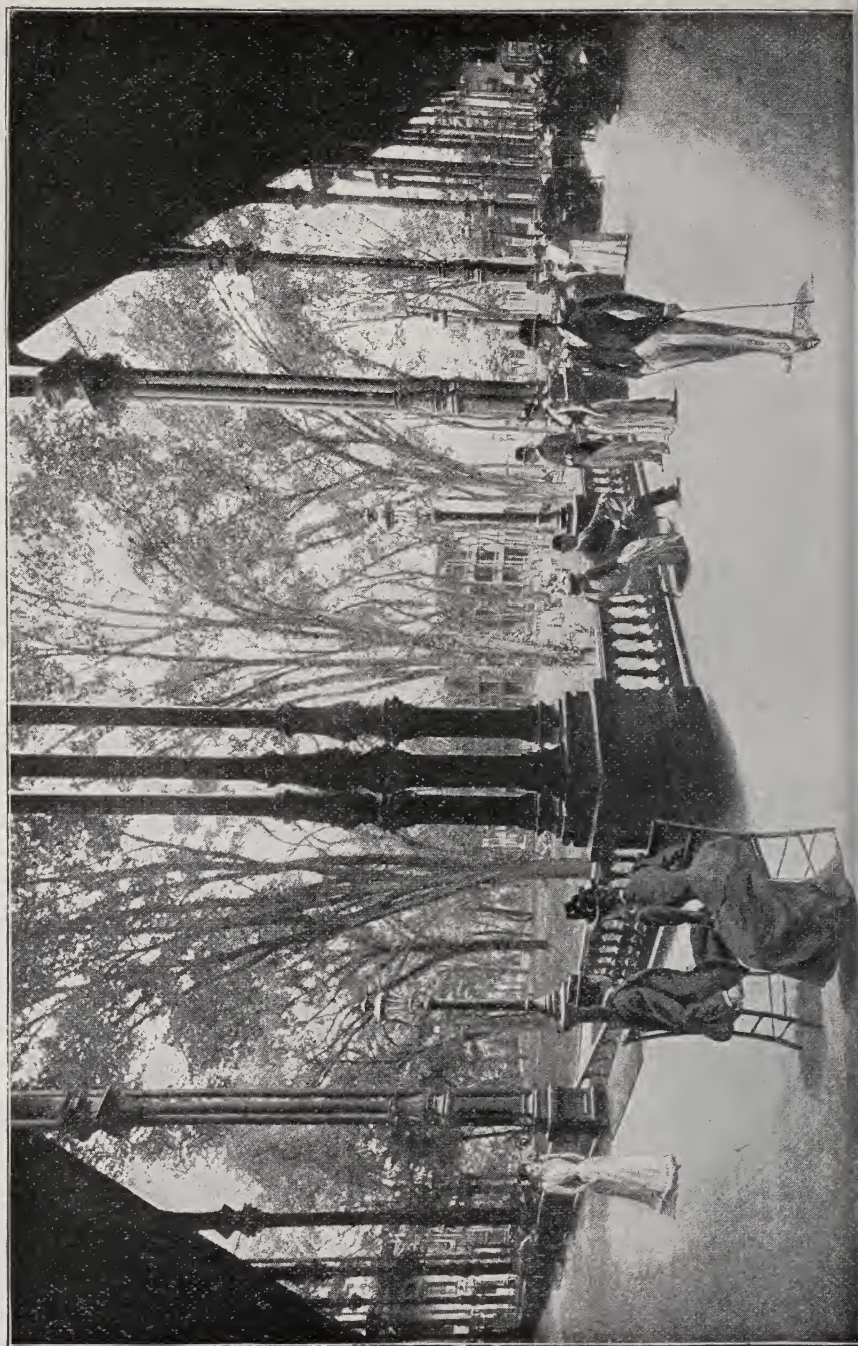
For excursion routes and rates see index.

SARATOGA SPRINGS, N. Y.,



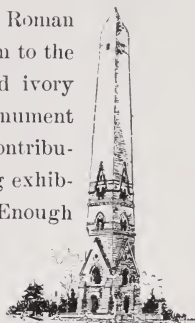
ACKNOWLEDGED the most popular and accessible of all American Spas, is the center each season of the highest social, educational and political gatherings. The broad piazzas of the vast hotels present a panorama of the best and most varied types of our leisurely classes, reinforced by thousands of the affluent citizens of other lands. Primarily famous

for its diverse medicinal waters, it is still more popular with the world at large because of its constant gaiety and the peerless beauty of its environment.



Aside from the beautiful artificial features found in Congress Spring Park, and other improvements of the kind, the drives through Hilton Park and to Saratoga Lake are always enjoyable.

A highly interesting feature of Saratoga is "The Pompeia," an exact reproduction of the house of Pansa, buried by Vesuvius in the year 79. The building is over 180 feet long, and has already cost over \$100,000. Ranging through the spacious halls, the visitor can follow in detail the life of a Roman noble from his worship before the Temple of Jove in the Forum to the utensils of his kitchen, or his pleasures represented by a carved ivory ticket to his seat in the amphitheatre. The building is a monument that will take its place with the most impressive and unique contributions to the art of this century. It is one of the most interesting exhibits in the world; in fact, there is nothing like it anywhere else. Enough exquisite work is displayed to warrant the belief that Saratoga's replica of the departed glories of Pompeii will become famous through the land.



SCHUYLVILLE, SARATOGA BATTLE MONUMENT.

The hotels of Saratoga are among the largest and finest in the world; the most noted being the United States, Grand Union, Windsor, Congress Hall, Kensington and Clarendon, while a host of smaller hotels and boarding houses furnish excellent accommodation at from \$7.00 to \$25.00 per week.

During the season, the famous Saratoga Specials via the New York Central and Delaware & Hudson Railroads run daily in both directions, and the Saratoga Limited, one of the fastest trains run on the continent, and composed exclusively of drawing-room and buffet cars, will leave New York Saturdays at about 2 P. M., and returning leaves Saratoga Mondays at 6 A. M. An elegant dining-car is attached to the south-bound train from Saratoga, serving breakfast immediately upon departure from the station.

From Saratoga the visitor may readily enter the enchanted region of the Adirondacks, over the route of the Adirondack Railway or via the Delaware & Hudson Railroad to Lake George, Lake Champlain and the Northern portion of the Adirondack Mountains as well as all points in Northern New England and Canada.

For excursion routes and rates see index.

SACKETT'S HARBOR, N. Y.,

Situated in Jefferson County, near the eastern end of Lake Ontario, was formerly a place of much commercial and military importance, and during the war of 1812 was used as a naval depot and storehouse by the Americans. It is now chiefly prominent as a Summer resort, and among its many attractions numbers good hotels, beautiful scenery, fine fishing and boating.

For excursion routes and rates see index.

ST. CLAIR SPRINGS, MICH.

Saint Clair Springs, the most widely-known and popular watering-place in Michigan, is a prosperous, elegant little city of about 2,000 inhabitants, pleasantly located on the west bank of the Saint Clair River, about half-way between Lakes St. Clair and Huron. It is rendered easy of access from Detroit, either by steamboat or by through car over the Grand Trunk and Michigan Central, and from the east by the Saint Clair Division of the Michigan Central from Saint Thomas. The Oakland is a fine, large hotel, situated on the river bank just south of the city, and near the Michigan Central Station. The river and lake steamers, and the ferryboat from Courtright, land at the hotel wharf. It is a favorite place for those who wish a quiet and thoroughly enjoyable resort at all seasons, as well as for those who seek relief from disease. The water of the Saint Clair Mineral Spring, connected with the hotel, is of the same general class as the German saline spas, so rare in this country, but more powerful than most of them. The baths, hot or cold, are no less delightful than curative, and result in physical vigor that gives new zest to life. The walks and drives in the vicinity are very pleasant, and there is no end to the boating and sailing on the noble river, which affords splendid fishing. But a few miles south are the Saint Clair Flats, famous to American and Canadian sportsmen for their unrivalled duck-shooting. Club-houses, hotels and private shooting-boxes have been built there in considerable numbers, and the fish and game dinners are famous.

For excursion routes and rates see index.

ST. JOHN, N. B.

This is the principal city of New Brunswick. It contains 30,000 inhabitants and is superbly situated upon a bold, rocky peninsula at the mouth of the St. John River, and presents a very imposing front to the sea. The leading hotels are the Royal, Dufferin and New Victoria.

For excursion routes and rates see index.

SHARON SPRINGS, N. Y.

This is appropriately termed the Baden-Baden of America. Situated in Schoharie County, N. Y., in a romantic valley, 1,100 feet in altitude and surrounded by high hills, Sharon Springs justly occupies a foremost position among the sanitariums and fashionable Summer resorts of the world. Its springs of chalybeate, magnesia, white sulphur and blue sulphur, and its celebrated pine-needle and mud baths possess wonderful curative powers in blood, skin, liver rheumatic and neuralgic affections.

The New York Central, in connection with the Delaware & Hudson Railroad,

maintains through parlor and sleeping car service between New York and Sharon Springs for the accommodation of the annual rush of visitors to this famed resort. Sharon Springs is also easily reached by a delightful drive of nine miles from Palatine Bridge.

For excursion routes and rates see index.

ST. ANDREWS, N. B.

This town of 1,700 population is situated on a peninsula five miles in length extending into Passamaquoddy Bay, which is 17 miles long by six wide, and in point of attractions has but few rivals. The curative properties of the balsam-laden atmosphere, the general air of restfulness, together with the entire absence of mosquitoes and malaria have made St. Andrews long and widely known as an elysium for the hay-fever patient, jaded tourist, pleasure seeker and sportsman. The principal hotel is the Algonquin, under the management of Mr. Andrew Miller.

For excursion routes and rates see index.

SENECA LAKE, N. Y.



BEYOND a doubt Seneca Lake is one of the most remarkable bodies of water in this country. It is forty miles in length, and the water is of the greatest purity and depth. Its shores are grand and picturesque, consisting of a succession of hills and promontories sweeping back from the lake in graceful lines, their sides thickly wooded in some places, in others covered with well-tilled farms and vineyards.

The steamers of the Seneca Lake Navigation Company, large and shapely in appearance, connect with New York Central trains at Geneva for Watkins and intermediate points, a voyage of forty miles. This is a most enjoyable detour, and the time devoted to a round trip from Geneva will not be regretted by the lover of the picturesque. The scenery, as the boat progresses toward the head of the lake, grows hourly more charming and effective. Upon the numerous forest-covered points projecting into the blue waters of the lake, marking the deep glens sure to be hidden among the verdure of the slope, are pretty hotels, cottages and camps. At Ovid the great State Asylum for the Insane is located in the midst of restful influences which wean the troubled brain from its disordered imaginings.

Sixteen miles from Geneva the handsome Long Point Hotel, situated upon a beautiful little peninsula, is reached. This is a popular summering point unusually attractive in both the appearance of the house and its environment.

For excursion routes and rates see index.

SHELBURNE, VT.,

Is pleasantly situated on Lake Champlain, seven miles below Burlington, and is rapidly attaining prominence as a Summer resort. Dr. W. S. Webb, President of the Wagner Palace Car Co., makes this his residence several months each year, and has inaugurated many extensive public improvements. His spacious house, surrounded by handsome grounds, bordering upon the margin of the lake, is one of the attractions of the place.

For excursion routes and rates see index.

SHELDON SPRINGS, VT.

Sheldon Springs are situated nine miles from St. Albans and are noted for the cure of very many cases of obstinate and chronic disease. It is claimed that the waters of some are highly efficacious in the treatment of cancer. The surrounding region is remarkable for its fine mountain scenery. Sufferers from hay fever who have lived at the seaside many seasons without permanent benefit, find certain relief here. Pleasant excursions may be made from this point to Mount Mansfield, Lake Champlain and Lake Memphremagog.

The principal hotels are Congress Hall and the Portland House, each with a capacity for about 200 guests.

For excursion routes and rates see index.

ST. ALBANS, VT.

St. Albans is a typical New England town, 331 miles from New York, and is built upon a gently sloping hill overlooking Lake Champlain, two and a half miles distant. The healthful climate, pure air, delightful drives, and fine fishing in the immediate vicinity render this an unusually attractive Summer resort.

For excursion routes and rates see index.

SWANTON, VT.

Swanton is a pleasant village of upwards of 2,000 inhabitants, situated near the Missisquoi River. There are pleasant drives, good fishing and charming scenery in all directions.

For excursion routes and rates see index.



THE THOUSAND ISLANDS OF THE ST. LAWRENCE.

"In all the land, range up, range down,
Is there ever a place so pleasant and sweet."

CAPE VINCENT, CLAYTON, ROUND ISLAND (THE
FRONTENAC), THOUSAND ISLAND PARK
AND ALEXANDRIA BAY.



CLAYTON, the railroad terminus to the renowned Thousand Island resorts, is situated on the St. Lawrence River, 108 miles north of Utica, and is reached via the New York Central to Utica; thence by the Rome, Watertown & Ogdensburg Railroad. For through parlor and sleeping car service between New York and Clayton, the reader is referred to the folders of the New York Central & Hudson River Railroad. Clayton is a charming

village of about 3,000 inhabitants, and during the season of Summer travel is a gay and animated town. It is at this point that tourists embark on the Royal Mail steamers for the trip among the islands and through the rapids to Montreal and Quebec. Here, too, passengers for Round Island, Thousand Island Park, Central Park and Alexandria Bay take passage on the Thousand Island Steamboat Company's popular line of steamers, for the famous resorts down the river. Geographically considered, the location of Clayton is unsurpassed. It is situated on a bold peninsula jutting out into the pure waters of the most majestic of American rivers. Broad bays, both east and west, afford a variety of coast suited to the various wants of man.

Its three hotels—the Hubbard House, the West End and the Walton House—are well and favorably known. They are conducted with the utmost care and skill, and guests will find them both comfortable and home-like.

Directly in front of the town beautiful islands, upon which Summer houses have been erected, form a pleasing contrast to the wide stretch of water above.

Round Island, a ten-minute ride from Clayton, shows the tower of its extensive and elegant Frontenac Hotel, one of the largest houses upon the river. Mr.

ROUND ISLAND.

E. D. Dickinson, a well-known hotel manager, assumes charge this season. All modern improvements including an elevator are included. Sixty picturesque cottages dot the island. The tourist who has once tarried beneath the roof of the *Frontenac*, explored the picturesque nooks upon the island, fished in the immediate vicinity, and gained a taste generally of the quality of Summer life here, may be safely counted upon

to say a word in its praise. Hotel rates here are exceptionally reasonable. As the steamer approaches Round Island the many lovely Summer homes ranged along the rocky shores, the beautiful boats, such as only the St. Lawrence can



THOUSAND ISLANDS.

boast, and the groups of brightly dressed, vivacious residents, tempt the new-comer to cast his lot with the Round Islanders, and partake of their evident comfort and happiness, and he will not choose amiss.

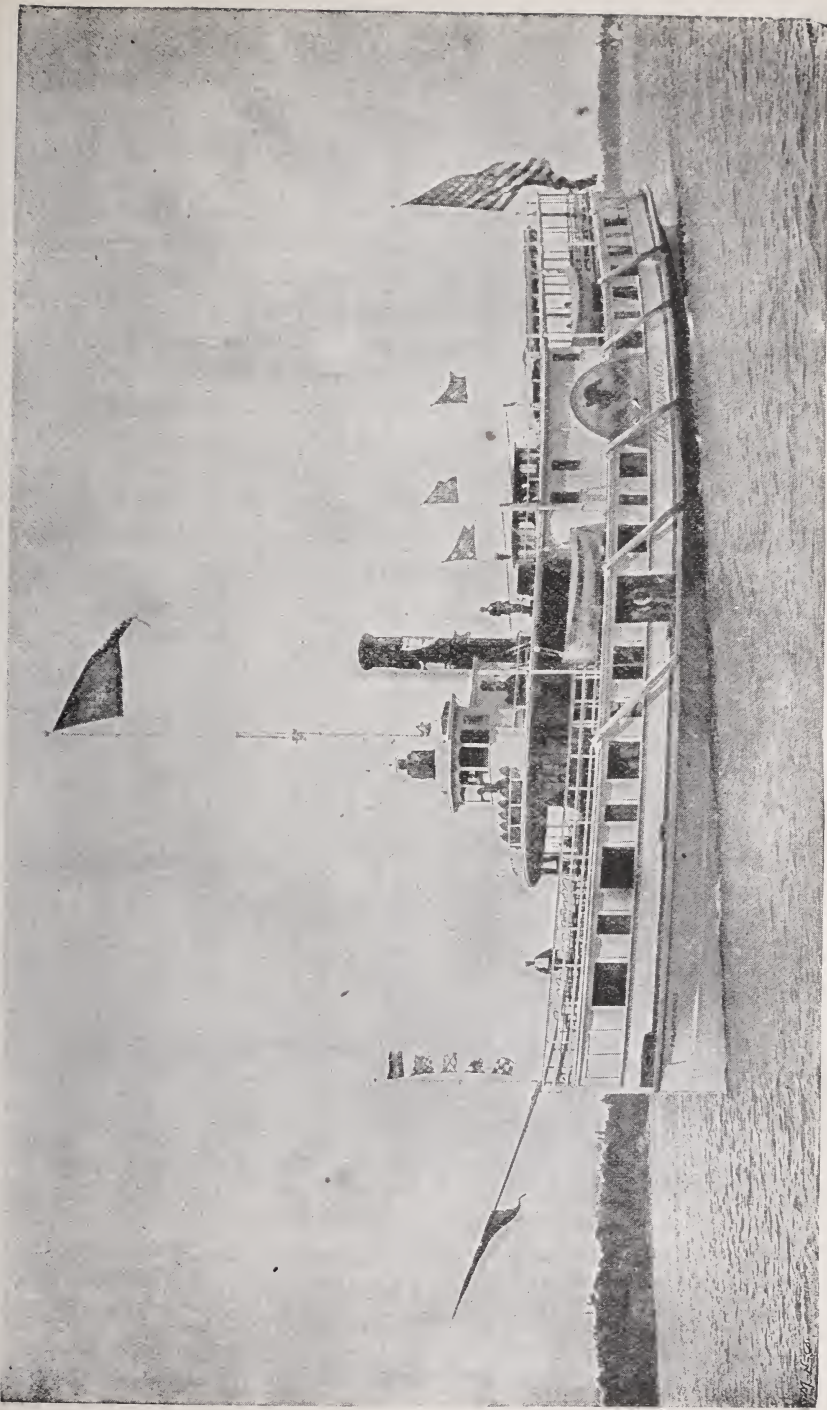
THOUSAND ISLAND PARK.

Thousand Island Park, the next stop after leaving Round Island, is the extensive camp meeting resort of the Methodists. The tabernacle in which the meetings are held during the Summer is hidden from view among the trees. The large and handsome hotel, recently built to replace the former house, is called the Columbian.

CENTRAL PARK.

The next important landing is Central Park, midway down the narrow and picturesque American channel. The Cottage Hotel here is famed for its excellent table.

Alexandria Bay, from its central position in the very heart of the Thousand



STEAMER ST. LAWRENCE.

Island region, and from the vast improvements that have sprung up as if by magic within the past dozen years, both on the islands and **ALEXANDRIA BAY.** and the mainland, has achieved a world-wide reputation, and is visited annually by myriads of people, many of them from the remotest portions of the globe.

Hotel accommodations are of the first-class. The fame of the Thousand Island House exceeds the limits of the continent. It occupies a commanding position on the banks of the river, affording its guests enchanting views of the lovely scenery which surrounds it on every side. Hay fever and malaria are unknown here. This hotel comes under new control this season, and has been entirely refitted and refurnished to suit the best custom of the country, special regard being paid to the comfort of families. It will be managed by Mr. J. B. Wistar, formerly of the Hotel Brunswick, New York.

The handsome Crossmon House stands upon a point looking out towards the river and the busy little bay from which the place derives its name. Mr. Chas. G. Crossmon, the son of the recently deceased founder of the property, is the active manager, and to his energy and ability are chiefly due the marked and growing success which attend the "Crossmon."

Still another hotel which has become far-famed for its generous hospitality and home-like comforts, supplied at rates which all will consider reasonable, is the Marsden House, which, although only recently opened to the public, has



A NEW RACING TYPE.

already become a favorite with tourists. People of quiet tastes, fishermen, and hunters will find the Marsden House just such a place as they "long have sought," and generally sought in vain.

The name of the Cornwall Brothers is familiar to all former visitors to Alexandria Bay. Well known as reliable merchants of long standing, they furnish

supplies to camping parties and residents of the islands at the most reasonable rates. They also have the agency for the sale of excursion and regular tickets to Lakes George and Champlain, Montreal, P. Q., the White Mountains, Saratoga, Boston, Portland, New York, and, in fact, to all points—north, south, east and west.

At no other place in the Western Hemisphere can seekers after health and pleasure find both in greater measure during the Summer months, than among the Thousand Islands of the St. Lawrence.

The name is in some respects a misnomer, for there are nearly two thousand of these islands altogether, and probably one thousand within a half-dozen miles from Alexandria Bay. Nearly all are small, varying in size from a surface of a few yards square in extent to several acres. Many are separated only by channels so narrow as to be invisible at a short distance. As a general thing they are well wooded and cool; inviting inlets and bays are numerous, where the ardent fisherman can enjoy his favorite sport to the top of his bent.

Several of the islands are of considerable extent, the largest being Wellesley Island, the lower end of which is just below Alexandria Bay. It is eight miles long, and four miles wide at some points. It contains a number of farms which have been cultivated for fifty years. At the lower end of the island is Westminster Park, owned by members of the Presbyterian denomination. It has many delightful drives and several fine buildings.

Among the most costly and elegant of American Summer homes a group of four opposite Alexandria Bay take high rank.

The first of these to be completed was the artistic villa upon Dewey Island, owned by Mr. E. W. Dewey, of New York. The second was lovely "Castle Rest," erected by Mr. Geo. M. Pullman, of Chicago, upon the site of his old cottage, in which Gen. Grant was entertained in the early days of Summer life among the islands. The third was recently finished upon Nobby Island, by Mr. Henry R. Heath, of Brooklyn, a very striking cottage, which he has named "Normandie Lodge," and the last is the large superbly situated property of Mr. Wm. C. Browning, of New York, called the "Towers."

A short distance up the river, upon a little islet, near the mainland, Mr. M. Chauncey, of Brooklyn, has built a very attractive Colonial cottage.

Other notable points are Royal Island, owned by Mr. R. E. Deane, of New York, situated about two miles from Alexandria Bay; Pullman Island, at which General Grant and a party of friends were entertained by Mr. George M. Pull-



THE BOATMAN WHO UNDERSTANDS HIS WORK IS ALSO A PRACTICED COOK.

man; St. John's Island, the property of Judge Charles Donohue, of the New York Supreme Court, who has erected a handsome cottage on his water-bound domain, and is constantly making improvements. Mr. Henry R. Heath also owns the noted Devil's Oven Island, so termed because for several months the water cave lying underneath it was the hiding-place of the pirate "Bill Johnson," who, during the patriot war of 1837-'39, is said to have set on fire and destroyed the British steamer, "Sir Robert Peel," on the south side of Wellesly Island, in the month of May, 1838. Aided by his devoted daughter, he succeeded in eluding his pursuers, and made his escape.

Other noted and lovely spots in this vicinity are "Bonnie Castle," which was the Summer home of the late Dr. J. G. Holland, the popular author and lecturer; "Fairy Land," belonging to the Messrs. Hayden, of Columbus, Ohio, and "Sport" Island, which is the property of Mrs. H. E. Packer, of Mauch Chunk, Pa. Comfort Island, "Wauwinet" Warner's Island, Florence Island, St. Elmo and Isle Imperial. It would be difficult to enumerate in detail a full list of all the lovely villas between Clayton and the "Bay" and in the vicinity of the latter.

A fast evening train, with through sleeping cars, will leave New York by the New York Central during the season, arriving at Alexandria Bay for breakfast.

Return fast trains will leave Alexandria Bay in the evening and arrive in New York early next morning.

For excursion routes and rates see index.

TORONTO, ONT.

Toronto, the capital of the Province of Ontario, is situated on the northwest shore of Lake Ontario between the Don and Humber Rivers. It is one of the largest and most prosperous of Canadian cities, and possesses many fine public buildings, churches, libraries and parks.

The Niagara Navigation Company's palatial steamers "Chicora" and "Cibola" make three daily round trips between Toronto and Lewiston on the American shore, where direct connections are made at the steamer wharf with trains for Niagara Falls, fifteen miles distant. These trains are equipped with observation cars, affording grand views of the Niagara Gorge, Queenston Heights, Brock's Monument and the Whirlpool Rapids. To persons contemplating a visit to Toronto, this is commended as a particularly attractive route.

For excursion routes and rates see index.

TRENTON FALLS, N. Y.

The beauty of this lovely spot has been recorded by the pens of such gifted writers as Mrs. Kemble, N. P. Willis and George William Curtis.

"Poets' fancies only should image the falls, they are so rich and rare a combination of quiet picturesqueness, of beauty and a sense of resistless force in the

running water. You descend from a lofty wood into a long, rocky chasm, which the Germans would call a *grund*, for it is not a valley. It is walled and paved with smooth rocks, and the thronging forest fringes the summit of the wall. Over this smooth pavement slips the river in those long, swift, still, foamless bounds, which vividly figure the appalling movement of a titanic serpent. The chasm almost closes up the river, and you see a foamy cascade. Then, as if the best beauty and mystery were beyond, you creep along a narrow ledge on the rocky side of the throat of the gorge and reach the first large fall. A slight spray enfolds you as a baptism in the spirit of the place. Before you is a level parapet of rock; and the river, after sliding very shallowly over the broad bed above, concentrates and plunges in a solid amber sheet. Close by the side of this you climb, and pass along the base of the overhanging mountain, and, stooping under the foot of an impending cliff, stand before the great fall, which has two plunges, a long one above, from which the river sheers obliquely over a polished floor of rock, and again plunges. The river bends here, and a high, square, regular bank projects from the cliff, smooth as a garden terrace, and perpetually veiled and softened by spray. It is one of the boldest and most beautiful point in the long ravine, and when the late light of afternoon falls soft upon it, there is a strange contrast in your feelings as visions of Boccaccio's garden mingle with the wilderness of American woods."

For excursion routes and rates see index.

VERGENNES, VT.

Vergennes is the oldest city in Vermont, and the smallest in point of area. It was incorporated in 1788, and is a little more than a mile square. It is situated on Otter Creek at the head of navigation. It was here that Commodore McDonough's fleet fitted out during the War of 1812. A United States arsenal is also located here.

For excursion routes and rates see index.

WATKINS GLEN, N. Y.

The lovely village of Watkins at the head of Seneca Lake is the Mecca of a vast pilgrimage of those who halt here to explore its peerless glen. This remarkable cañon — a water-worn rift in the mountain side, about three miles in length, is entered from its lower portals just at the head of the village.

It is celebrated the world over for its marvelous scenery, and differing in all its characteristics from any other remarkable locality of natural interest, it has as distinct an individuality as the Falls of Niagara, the Mammoth Cave or the Garden of the Gods. Grace Greenwood, in an article published some years ago, says:

"I am not going to attempt a minute description of this really wonderful natural curiosity, suddenly become so famous. Scores of tourists are doing it. Porte Crayon has made it his own. And, after all, it is indescribably 'unpaintable.' The word 'Glen' gives but a faint idea of the gorge. It is a marvelous



MINNEHAHA FALLS, WATKINS GLEN.

rift in the mountain, which it seems must have been made by some stupendous earthquake shock. The glen, with its dashing, flashing, cascading stream, reminds me of several famous gorges and waterfalls. It suggests Vaucluse in the pellucid clearness and sparkle of the water. But instead of the dreary, blasted

heights above 'Petrarch's Fountain,' we have variegated, mossy, ferny rocks, the most lush and lovely foliage and wild flowers in profusion. It faintly suggests the somber, magnificent Pass of the Finsternunz, in the Tyrol, but it is infinitely brighter and more varied. It suggests Trenton Falls, but it is wilder



RAINBOW FALLS AND TRIPLE CASCADE. WATKINS GLEN.

and deeper. Most of all it suggests Bash-bish, in old Berkshire—it is indeed very like it, but is yet more picturesque and perilous. It is not properly a glen, but a prodigious succession, a full assortment and variety of glens. If one does not satisfy you, another must; though you be the most rapacious devourer of the

sublime and beautiful, 'here's richness' for you. Through the boldest Yankee enterprise, these wild grandeurs and beauties, for centuries barred and buried from the world, have been thrown open to our gaze, and it is no wonder that the tides of travel are setting toward it from all directions, that hundreds daily climb its dizzy stairways, pick their way along its narrow ledges, dodge under its little side cascades, watch for rainbows beside its waterfalls, gaze down into its profound, mysterious pools, and speculate on its wonderful formation. We go leagues out of the way, in foreign travel, to see things far less worth seeing, like Tivoli and Velino, Lodore, Glencoe, the Killarney cascades, the Vale of Avoca, the Dargle and the Devil's Glen of Wicklow. The 'Pools' are a great curiosity in themselves. They are smooth, round, regular excavations, gigantic bowls, and are always brimming with crystal clear water. So near to these pools does the narrow path lead in some places, that a single false step would inevitably cost you a cold plunge.

"The Glen is one of Nature's reservoirs of eternal coolness. In its shadowy recesses, beside its emerald waters, you forget even the fierce heats of July and August, hundreds of feet above you.

"But, I am told it is seen in its utmost beauty in October, when the wild gorge with its wonderful variety of delicate foliage is brimmed with the most gorgeous colors, depth on depth of splendor."

The coaches of the several hotels of the place are always at the landing upon the arrival of boats, that of the Glen Mountain House, located above and in the Glen and operated in connection with the Glen property, being the usual one chosen by visitors.

A pleasing and satisfactory feature connected with the romantic location of this hotel is the novelty of situation of the dining-room, which is in a Swiss Chalet (such as is found among the mountains, lakes and glens of Switzerland) across the Glen from the hotel, whereby all unpleasant odors arising from cooking, noise and confusion occasioned by servants, and heat from ranges and ovens, are wholly avoided, rendering the Glen Mountain House one of the most delightfully cool and pleasant situated summer hotels in the United States.

The many picturesque features of Watkins Glen have been described by a thousand pens. 'Twere a pity that anyone passing through this region to whom the Glen is not familiar should go from Seneca Lake without having set foot in this temple of Nature's handiwork. The Glen may be "done" with a good pair of lungs and equally good legs, in a couple of hours. It *ought* to occupy one a full day.

Watkins is reached via the New York Central to Lyons or Geneva; thence either by the Fall Brook Railroad or steamer on Seneca Lake; also via the New York Central to Canandaigua, and the Northern Central Division of the Pennsylvania Railroad.

For excursion routes and rates see index.

WATERBURY, VT. (MT. MANSFIELD).

Waterbury is so attractive in its situation and surroundings that many Summer tourists make it their headquarters. Mount Mansfield and Camel's Hump, the highest of the Green Mountain peaks, are within easy riding distance, and enticing trout streams abound in the vicinity.

For excursion routes and rates see index.

WHITE MOUNTAINS, N. H.

The White Mountains rise from a plateau in Grafton and Coos counties, New Hampshire, forty-five miles long by thirty miles broad, and 1,600 feet above the sea level. The peaks cluster in two groups, of which the eastern is known as White Mountains and the western as Franconia Notch. They are divided by a table-land varying from ten to twenty miles in breadth. With the exception of the Black Mountains of North Carolina, several of these peaks are the highest elevation in the United States east of the Rocky Mountains.

☞ SEE INDEX FOR CIRCULAR TOURS TICKETS. ☛

WILLIAMSTOWN, MASS.

This town is beautifully situated in a mountain-enclosed valley, and is noted as the site of Williams College. Flora's Glen, where Bryant, then a student, wrote "Thanatopsis," the Cascades, Snow Glen and Sand Springs, so efficacious in the treatment of cutaneous diseases, are among the attractive resorts in the neighborhood.

Drawing-room cars will run through between New York and Williamstown during the Summer.

For excursion routes and rates see index.

WINOOSKI, VT.

Winooski is a prosperous manufacturing village, and quite prominent as a Summer resort. The scenery is exceedingly picturesque. Winooski Gorge and Falls are the principal attractions, and are often visited by tourists stopping at Burlington. South of the village on a hill stands a granite column which marks the grave of Ethan Allen.

For excursion routes and rates see index.



CALIFORNIA.



THE scenery of California is various, novel, magnificent.

All its sights are peculiar and striking ; the very color of the soil seems different from, and richer than, that you are accustomed to at home — the farm houses, with their broad piazzas, speak of a Summer climate ; the flowers, brilliant at the roadside, are new to Eastern eyes, and at every turn new surprises await you.

The climate in the Winter, or “wet season,” extending from October to April, corresponds to Spring months in the Eastern and Middle States, with occasional rainy days, but often with weeks at a time of warm, bright, sunshiny days, the most perfect weather which can be imagined, with all the hills fresh and green, and in March, April and May covered with the greatest profusion of wild flowers.

San Francisco is the pleasure-seeker's great city. Its mammoth hotels, palatial in appointments as well as spacious in dimensions, can accommodate thousands. Adjacent, and easily and quickly reached, are numerous places of interest to all travelers. The people of the city are hospitable, and have that generous disregard of expense which is so characteristic of California, and which lavishes money without stint upon public and private buildings, and in the adornment of grounds and surroundings. Every nation and every climate are represented in this most cosmopolitan of American cities, in the persons of her inhabitants and the products offered for sale in booths and buildings on her busy streets.

The splendid metropolis of California and of the entire Pacific coast of America, though less than forty years old as a city, has a population to-day of nearly 400,000, with a commerce reaching out through its golden gate to all the nations of the earth, with roads of steel stretching away to the east, south and north, and connecting it by a few days' travel with every part of the broad continent.

San Francisco is situated on the noble bay which bears its name — a bay which extends north and south for sixty miles, with a width of from four to six miles in the vicinity of the city, and forming a great inland sea. It is an interesting city of itself, and will employ the time of the visitor profitably and agreeably for days. Its sail-flecked bay and the Golden Gate are a chapter of pleasing sights varied in aspect by the movements of the multitude of vessels floating the flags of all nations.

Among its many attractions the tourist must not neglect visiting the famous Cliff House, which commands a view of the Seal Rocks and the Golden Gate.

The drive out to the Cliff House through the military post of Presidio and back through the park is one of the finest drives in the world. Excursions across its shining surface to the ocean, to San Rafael, etc., are enjoyable and frequent. From San Rafael the journey may be continued northward to Santa Rosa, Tomales, the Geysers, Cloverdale, and Clear Lake, passing on the return the Petrified Forest, Calistoga, St. Helena, Napa, and Vallejo. Oakland, the subur-

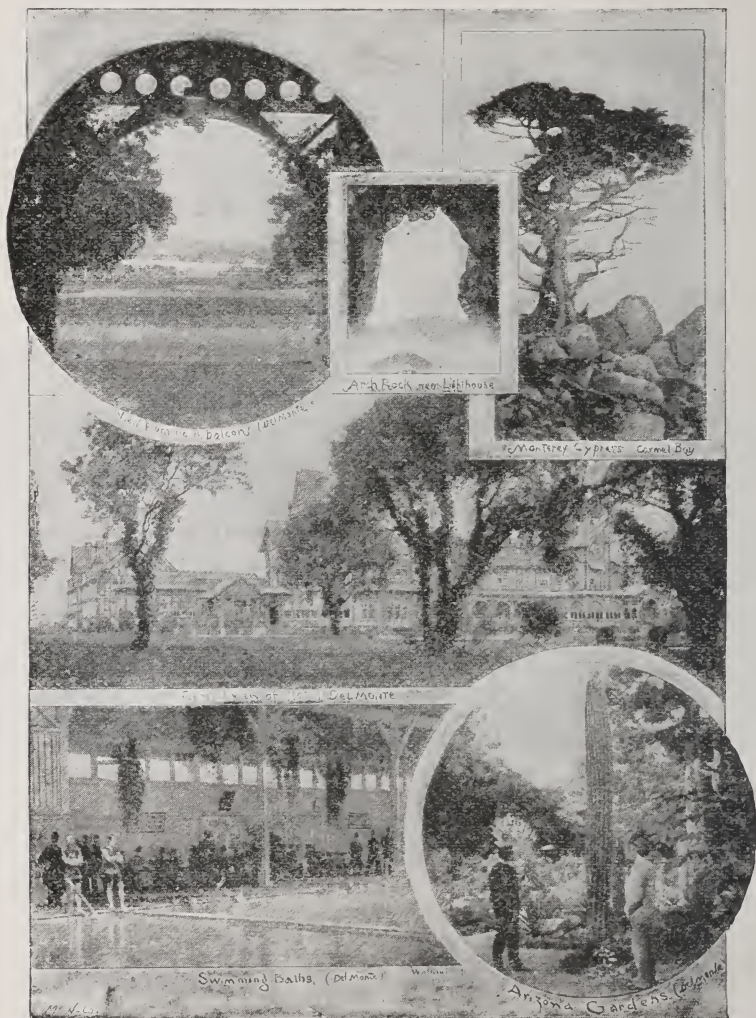


HOTEL DEL CORONADA.

ban city, in which reside many of the richest citizens of San Francisco, Mt. Diablo, the Sacramento River, Sacramento, Marysville, and Mt. Shasta may all be visited at slight expense. Numerous — once famous — gold camps abound, and the stories of their rise to importance and decline to deserts form many an interesting chapter in the tales of travelers to the Pacific coast. Southward lie Santa Clara, Pescadero, San Jose, Gilroy Springs, Pajaro, Santa Cruz, and Monterey, each charming in its own way.

The Yosemite Valley is readily reached from San Francisco. The round trip can be made in four days. The Yosemite Valley is the tourists' paradise of California and the Pacific coast, if not of the world. It cannot be compared with Yellowstone National Park, because there are few points of similarity, and each is peerless in its own way. No other scene or series of scenes in the world pre-

sents the beauty of the one, or the wonderful features of the other. Having seen the one, the tourist should see the other. The Yosemite Valley is set apart as a park, and is dedicated to the sightseers of the world. The points of interest are El Capitan, Three Brothers, Washington Column, Cathedral Rocks, The Sentinel



and Domes, Bridal Veil Falls, Yosemite Falls, Mirror Lake, and Cloud's Rest. The Yosemite Falls are composed of three cascades, the first being 1,500 feet, the second 600 feet, and the last 400 feet high. In the four days' trip from San Francisco only two days can be had in the valley, which is only time enough to

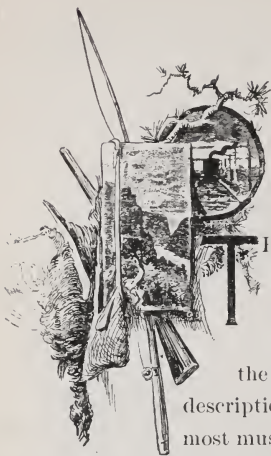
merely glance at the scenes of interest. A week or ten days should be spent. No pen, however graphic, can convey a correct idea of the lovely scenes which here enchant the eye.

The big trees which are visited en route to the Yosemite are well worth a visit. These trees are a marvelous sight. In the Mariposa group are 600 trees, of which 125 are over forty feet in circumference, and several are from ninety to one hundred feet. The Grizzly Giant, one of the monsters of this monster forest, sends out a limb which is six feet in diameter, at a height of ninety feet above the ground. The Calaveras group has one tree which is 435 feet high, and 110 feet in circumference at the butt.

Los Angeles, Santa Barbara, San Diego, Riverside, Santa Ana, and other cities and villages in Southern California are growing in favor with tourists, invalids and travelers generally. They are beautiful in themselves and charming in surroundings. Embowered in vines, embellished with rare flowers, and fringed with orchards producing delicious fruits, they present a most enchanting and restful sight. For a Winter vacation visit, Southern California is unequaled in attractions. The climate, productions, and natural scenery combine to restore health to the invalid and give enjoyment to all. In the Summer the trip is also pleasant, and should not be omitted from a tour of the Golden State.

Frequent trains and cheap rates have built up half a score of pleasure resorts south of San Francisco, but Monterey is conceded to be the most delightful. This little city overlooks the bay of the same name, and the natural beauty of its surroundings has been heightened by the expenditure of large sums of money in hotels, parks, drives and baths. The Hotel Del Monte, at Monterey, and the Hotel Del Coronado at Coronado Beach are the finest tourist hotels on the Pacific coast. As these seaside hotels are but a few hours' ride from San Francisco they are largely patronized.



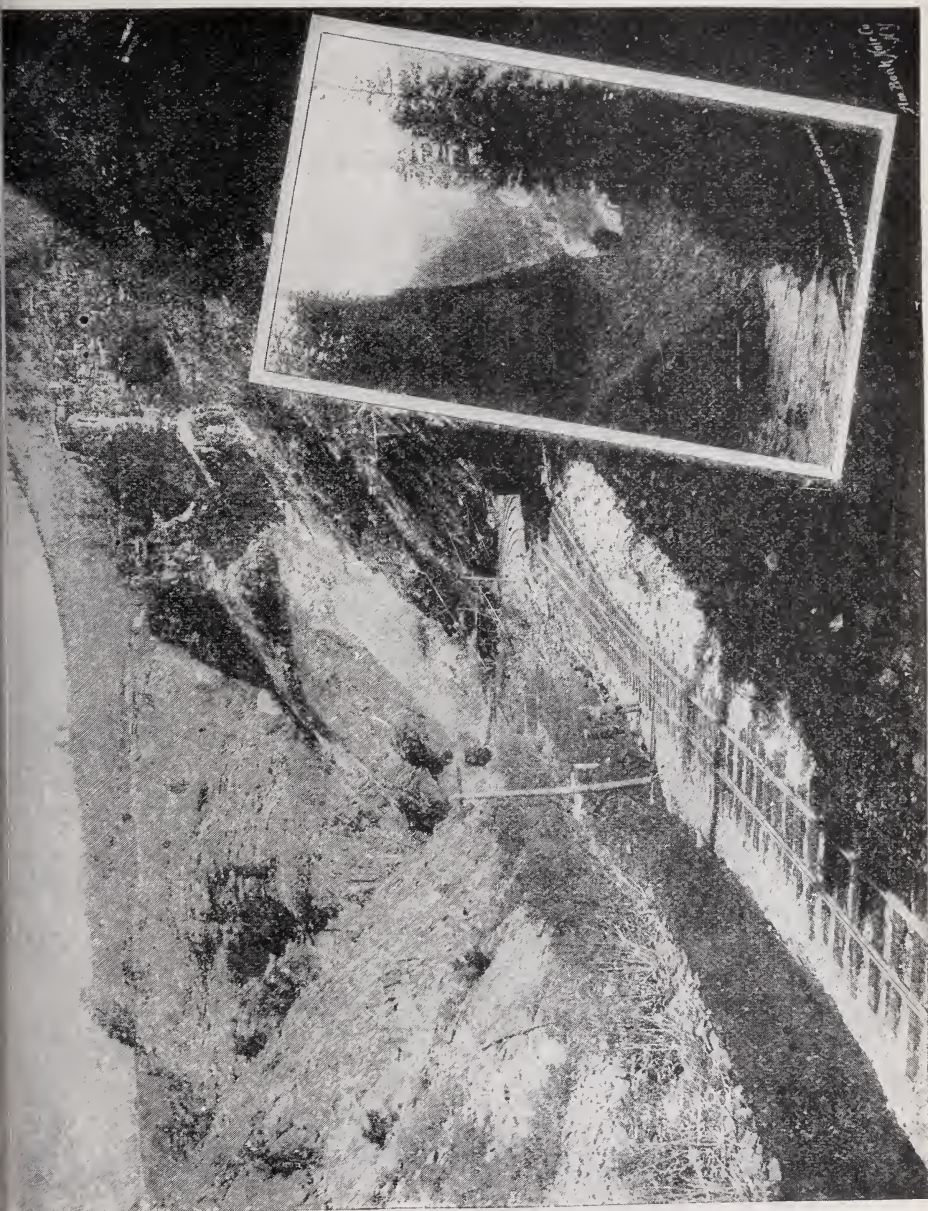


COLORADO.

THE splendid scenery of Colorado has been the theme of full many a poet's fancies, many an artist's brush, the text of many a facile pen. It has been described, pictured and sung so often, that most people are familiar with the fame of its boundless beauties. But the most elegant description seems stilted, the most powerful painting dwarfed, the most musical poem discordant, when we enter the portals of that golden land, whose panorama of mountain and plain, garden and forest, has no equal on the American Continent.

Denver, Queen of the Plains, the capital and chief city of Colorado, is situated on the right bank of the River Platte, 15 miles from the east base of the Rocky Mountains, and is visited each year by thousands of tourists who seek its grand views, and revel in its genial climate. There are numerous hotels and handsome commercial buildings, churches and school houses, several theatres, large manufactories and elegant private residences.

Leaving Denver, and as the strife of commercial activity is left behind, and tall spires and steeples, and the mass of brick and stone no longer obstruct the vision, we get a glimpse of the beauties to come. Away in the distance, framed in the bluest of blue, are the Hills of God, the little ones tinged with the slightest shade of green and the taller ones capped with immaculate white snow. We are skirting those foot-hills, the outer pickets of the grand old mountains. To your left is the beginning of the Divide, to your right the everlasting hills. The green is now tinged with red. The rocks are assuming fantastic shapes. Off to the front and right rises a majestic pile, higher and grander and whiter than its fellows. Its white and hoary head towers in the blue of the sky until it seems to be bathed in everlasting sunlight. It is the famed Pike's Peak, the noblest of them all. We are at Colorado Springs, and so huge is this mass of rock that it appears as if we were treading upon his toes, but no, the base is still six miles distant as we look. We are off again, and now heading straight for the Peak. Soon great rocks in a thousand different shapes appear. There to the right in a sheen of gold and red is the "Garden of the Gods" with its great red and white monuments standing out distinctly to mark this favored spot. Now we are at Manitou, among the foot-hills in the midst of rocks, a moment basking in the brightest sunlight, then plunged into darkness, diving in and out of tunnels to make the Ute Pass ascent. The roar of the tunnel is hushed, and



XINES ON BATTLE MOUNTAIN, EAGLE RIVER CAÑON.

instead the murmur of the cascades is heard. We are in Cascade Cañon — charming cascade — the picturesque cañon opening into the center of the western boundary.

The trip across the Rockies is one of the grandest imaginable.

After having descended the mountains for 16 miles, and just before approaching Buena Vista, one of the most magnificent views on the continent presents itself. As the train moves around Gold Hill on the north of Trout Creek, over 300 feet above the stream, the passenger beholds a fine, fertile valley below him stretching away to the south for 25 miles and spreading out to a width of six miles. On the other side of the valley, towering thousands of feet above the river and the plain, stands out bold and defiant the Saguache Range, and far to the south may be seen the broken lines of Saugre de Christo Range. This is a view of the Arkansas Valley that neither pen nor brush can do justice to, though eminent artists with both have tried it. After leaving Buena Vista, with the evidences of the gold hunters, and leaving behind the smoke from the smelter stacks of Leadville, the great mining camp, we are at the foot of Sugar Loaf Mountain, an immense hill, towering far, far away. Soon we begin to make the ascent, climbing, climbing, winding and winding clear to the summit of the snowy range. Below us are the curved tracks we have just been over — count them — five times we have doubled and re-doubled. Five hundred feet below the summit we are plunged into darkness. We are in the highest railroad tunnel in America and one of the highest in the world, speeding through the very top of the Saguache.

If you have never visited Colorado, you are not yet prepared to die. If you are consumptive or debilitated go there with certain conviction that you will be benefited, a high hope of permanent cure. If you love Nature, take this trip, meet her face to face in her grandest and most beauteous aspect.

For excursion routes and rates see index.





VIEW OF THE HUDSON RIVER FROM THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD

UTAH.



THE STATE OF UTAH is one grand garden teeming with fruit and flowers. Its boundaries extend from 37° to 42° north latitude, and from 30° to 37° west longitude. It has an area of 87,750 square miles, of which 3,000 square miles are water. It is larger than the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, and Delaware, all combined ; and there is no region of equal area on the globe that overflows with more abundant riches of resource and possibility. But harken, gentle reader, to Col. Pat. Donan's glowing description :

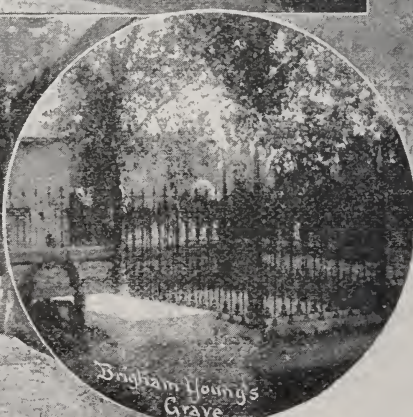
"Utah was first settled by a detachment of Mormons, under the leadership of Brigham Young, in July, 1847 ; and there is no stronger argument in favor of the Mormon claim to divine revelations and inspirations, than the fact that they should have been led through nearly 3,000 miles of unexplored wilderness, infested at every step by hostile savages, to such a 'Land of Promise,' where every promise finds so glorious fulfillment. Guided by the Jehovah-swayed 'pillar of cloud by day, and pillar of fire by night,' Israel of old wandered forty years in search of a 'promised land' that would hardly make a cow-lot in Utah.

"Lift all New England and New York bodily a mile above the level of the sea. Add five thousand feet to the height of Mount Washington, and seven thousand to that of Mount Mitchell. Throw in dozens of other peaks fully as high, all punching holes in the sky with their snowy crowns. Pile up, everywhere, hundreds on hundreds of mountains from ten to fourteen thousand feet high. Exaggerate fifty-fold all the wild notches and gorges and glens of eastern America, and multiply them by scores. Send cataracts and cascades leaping and foaming down a thousand dizzy precipice channels. Toss in, promiscuously, parks larger than whole States in the tame, small-notioned East ; and gardens of giant statuary—statues of god and genii and gnomes, Titans, Centaurs, and un-named monsters, thousands of feet high—hewn by ages on ages of wind and waves and whirling waters. Cap all the mountain-tops with everlasting ice and snow, and clothe their shaggy sides with waving forests of valuable timber. Fill all the valleys to the mountains' feet with orchards and gardens, vineyards and grain-fields, bending beneath the burdens of their own magnificent fruitage ; and dot the horizon-bounded pasture-lands with flocks and herds, waist-deep in the very wantonness of plenty. Underlay the whole vast area with gold and silver, zine, copper, lead and iron ores ; marble of a hundred hues ; anthracite, bituminous and cannel coal ; salt, sulphur, soda, lime and gypsum ; and nearly every other metal and mineral in human use. Through countless wondrous cañons, pour mighty rivers with water-power enough to run all the world's machinery.

Smite the rock-ribbed laboratories of Omnipotence, and let unnumbered healing floods gush forth, rich in miracle-working virtues for the alleviation of many of the sorest 'ills that flesh is heir to.' As the dazzling bosom-jewel of the whole transcendent scene spread out the twenty-five hundred square miles of that majestic and mysterious lake, whose waters hold in solution wealth enough to pay all the national debts of the world, and leave a fortune for every man, woman




and child from Cape Cod to Yuba Dam. And over all throw the glory of a climate unsurpassed under heaven since sin and death climbed into Eden, and the translucent splendor of skies more radiantly sapphorean than ever bent their crystal arches above the far-famed, beggar-hemmed and flea-girt Bay of Naples, or the Lake of Como, on whose enchanted shores lay the bogus ranch of that



glib-tongued bunco-steerer, Claude Melnotte — And — you have a poor, faint, puny approximation to an idea of Utah!

“It is a land where mountains of gold and silver ore, that runs from fifty to five thousand dollars to the ton, wall in valleys that yield from sixty to eighty bushels of wheat, from seventy-five to a hundred bushels of oats, and from five hundred to nine hundred bushels of potatoes, to the acre. It is a land where every man makes his own rain, and the crops never fail; where the rewards of industry are as sure as the decrees of God; where wonder treads on beauty's heels, and riches rush to meet the early seeker. Its resources are as boundless as its limits, and as varied as the ever-changing hues that bathe its sunsets in prismatic splendor. Here is Ute-opia indeed!”

YELLOWSTONE PARK.



THE YELLOWSTONE NATIONAL PARK, embracing an area of 55 miles in width from east to west, and 65 miles in length from north to south, or about 3,575 square miles, situated in the Rocky Mountain Chain, was set aside by Act of the United States Congress of 1872, and devoted in perpetuity to the use and pleasure of the people as a National Park.

Dr. Talmage, after his return from the west several years ago, describing the scenery of the Yellowstone Park, says:

“But the most wonderful part of this American Continent is the Yellowstone Park. My visit there made upon me an impression that will last forever. After all poetry has exhausted itself, and all the Morans and Bierstadts and the other enchanting artists have completed their canvas, there will be other revelations to make, and other stories of its beauty and wrath, splendor and agony, to be recited. The Yellowstone Park is a geologist's paradise. In some portions of it there seems to be the anarchy of the elements — fire and water, and the vapor born of that marriage terrific. Geyser cones or hills of crystal that have been over 5,000 years growing. In places, the earth throbbing, sobbing, groaning, quaking with aqueous paroxysm.

“At the expiration of every 65 minutes one of the geysers tosses its boiling water 185 feet in the air, and then descends into swinging rainbows. Caverns of pictured walls large enough for the sepulchre of the human race. Formations of stone in shape and color of calla lily, of heliotrope, of rose, of cowslip, of

sunflower and of gladiola. Sulphur and arsenic, and oxide of iron, with their delicate pencils, turning the hills into a Luxemburg or a Vatican picture gallery. The so-called Thanatopsis Geyser, exquisite as the Bryant poem it was named



OLD FAITHFUL GEYSER.

after, and the so-called Evangeline Geyser, lovely as the Longfellow heroine it commemorates. The so-called Pulpit Terrace, from its white elevation, preaching mightier sermons of God than human lips ever uttered. The so-called Bethesda Geyser, by the warmth of which invalids have already been cured, the Angel of Health continually stirring the waters. Enraged craters, with heat at 500 degrees only a little below the surface.

“Wide reaches of stone of intermingled colors—blue as the sky, green as the foliage, crimson as the dahlia, white as the snow, spotted as the leopard, tawny as the lion, grizzly as the bear—in circles, in angles, in stars, in coronets, in stalactites, in stalagmites. Here and there are petrified growths, or the dead trees and vegetation of other ages kept through a process of natural embalmmnt. In some places, waters as innocent and smiling as a child making a first attempt to walk from its mother’s lap,

and not far off as foaming and frenzied and ungovernable as a maniac in murderous struggle with his keepers.

“But after you have wandered along the geyserite enchantment for days, and begin to feel that there can be nothing more of interest to see, you suddenly come upon the peroration of all majesty and grandeur—the Grand Cañon. It is here that, it seems to me—and I speak it with reverence—Jehovah seems to have surpassed Himself. It seems a great gulch let down into the eternities. Here, hung up and let down, and spread abroad, are all the colors of land and sea and sky; upholstering of the Lord God Almighty; best work of the Architect of worlds; sculpturing by the Infinite; masonry by an Omnipotent trowel. Yellow! You never saw yellow unless you saw it there. Red! You never saw red unless you saw it there. Violet! You never saw violet unless you saw it

there. Triumphant banners of color. In a cathedral of basalt, Sunrise and Sunset married by the setting of rainbow ring.

“Gothic arches, Corinthian capitals and Egyptian basilicas built before human architecture was born; huge fortification of granite constructed before war forged its first cannon; Gibralters and Sebastopols that never can be taken; Alhambras, where kings of strength and queens of beauty reigned long before the first earthly crown was empearled; thrones on which no one but the King of heaven and earth ever sat; fount of waters at which the lesser hills are baptized, while the giant cliffs stand round as sponsors. For thousands of years before that scene was unveiled to human sight, the elements were busy, and the geysers



GREAT FALLS OF THE YELLOWSTONE.

were hewing away with their hot chisels, and glaciers were pounding with their cold hammers, and hurricanes were cleaving with their lightning strokes, and hailstones giving the finishing touches, and after all these forces of Nature had done their best, in our century the curtain dropped, and the world had a new and divinely inspired revelation, the Old Testament written on papyrus, the

New Testament written on parchment, and now this last testament written on the rocks.

"Hanging over one of the cliffs, I looked off until I could not get my breath, then, retreating to a less exposed place, I looked down again. Down there is a pillar of rock that in certain conditions of the atmosphere looks like a pillar of blood. Yonder are 50 feet of emerald on a base of 500 feet of opal; walls of chalk resting on pedestals of beryl; turrets of light tumbling on floors of darkness; the brown brightening into golden; snow of crystal melting into fire of carbuncle; flaming red cooling into russet; cold blue warming into saffron; dull gray kindling into solferino; morning twilight flushing midnight shadows; auroras crouching among rocks.

"Yonder is an eagle's nest on a shaft of basalt. Through an eye-glass we see among it the young eagles, but the stoutest arm of our group can not hurl a stone near enough to disturb the feathered domesticity. Yonder are heights that would be chilled with horror but for the warm robe of forest foliage with which they are enwrapped; altars of worship at which nations might kneel; domes of chalcedony on temples of porphyry. See all this carnage of color up



GOLDEN GATE.

and down the cliffs; it must have been the battle-field of the war of the elements. Here are all the colors of the wall of heaven, neither the sapphire nor the crysolite, nor the topaz, nor the jacinth, nor the amethyst, nor the jasper, nor the twelve gates of twelve pearls wanting. If spirits, bound from earth to heaven, could pass up by way of this cañon, the dash of heavenly beauty would not be

so overpowering. It would only be from glory to glory. Ascent through such earthly scenery, in which the crystal is so bright and the red so flaming, would be fit preparation for the 'sea of glass mingled with fire.'

"Standing there in the Grand Cañon of the Yellowstone Park on the morning of August 9th, for the most part we held our peace, but after a while it flashed upon me with such power I could not help but say to my comrades: 'What a hall this would be for the last judgment!' See that mighty cascade with the rainbows at the foot of it! If those waters congealed and transfixed with the agitations of that day, what a place they would make for the shining feet of a judge of quick and dead! And those rainbows look now like the crowns to be cast at His feet. At the bottom of this great cañon is a floor, on which the nations of the earth might stand, and all up and down these galleries of rock the nations of heaven might sit. And what reverberation of archangels' trumpets there would be through all these gorges, and from all these caverns, and over all these heights! Why should not the greatest of all the days the world shall ever see close amid the grandest scenery Omnipotence ever built?"

The Government recently made vast improvements in the roads of the Park, and increased and improved hotel and transportation facilities are, now at the service of tourists visiting this "Museum of Unparalleled Marvels, free to all men for all time."

The representatives of the New York Central & Hudson River Railroad are prepared to quote tourist rates covering all necessary expenses for a complete tour of the Yellowstone National Park, embracing a period of 14 days from New York, or 12 days from Chicago.

The Park season opens June 1st, and closes October 1st of each year.



A TRIP TO JAPAN.



RIENTAL Japan may now be reached from the Atlantic seaboard in the same time that a few years ago was required to merely cross the Pacific Ocean. The former nineteen days' sea voyage has been shortened to twelve, while modern luxuries and comforts make the transcontinental trip and the steamship passage a delightful excursion.

From New York to San Francisco, the finest sleeping cars run over the New York Central & Hudson River R.R. and its immediate connecting lines, affording travellers the opportunity of seeing Albany, Utica, Syracuse, Rochester, Buffalo and other busy cities that line this thoroughfare; the Falls of Niagara, and Detroit, if the route chosen be by the New York Central and Michigan Central Railways; or the great manufacturing cities of Dunkirk, Erie, Cleveland and Toledo, if the New York Central and Lake Shore & Michigan Southern Railroads be selected.

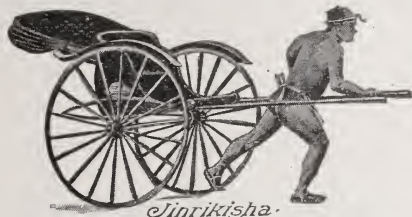
From Chicago, the World's Fair City of 1893, a diversity of routes are offered, each having its special attractions; but the great mountain ranges of the Sierras must be climbed, the cañons skirted, and the rivers crossed and recrossed before merging on the Pacific slope.



From "Japan As We Saw It," by permission.

From San Francisco the new and powerful steamships of the Occidental and Oriental Co., and those of the Pacific Mail Co., land the passengers at Yokohama (sometimes stopping at the Sandwich Islands) in twelve days, the latitudes traversed being free from the trying winter storms of more northerly courses, and the summer typhoons which sweep the northwestern Pacific.

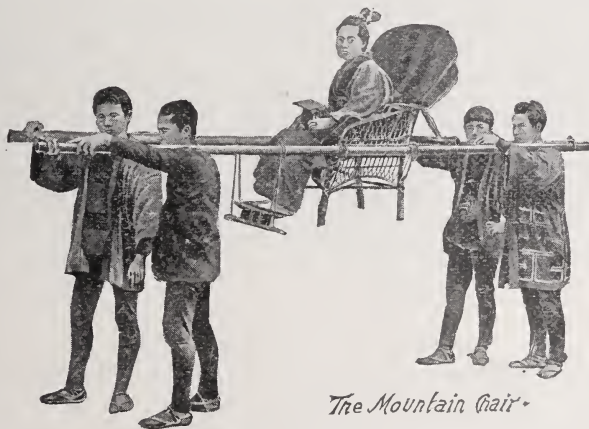
Yokohama, the natural gateway to Japan (125,000 pop.), gives the visitor his first impressions of orientalism. While enjoying the modern comforts of either the Grand, Club or Oriental hotels, he may, from the foreign settlement in which they are located, walk to the native town in ten minutes. Here street after street, filled with the quaint little shops of the Japanese, may consume days in traversing. Silks, crepes, bronzes, porcelains, and lacquers tempt the eye, while the long-robed native trader never tires of producing from unseen



From "Japan As We Saw It," by permission.

closets and pretty little wooden boxes the curios and ivory carvings which represent weeks and months of patient artistic toil.

The coolie with his jinrikisha or man-carriage will for twenty sen (say fourteen cents per hour) take you through a maze of streets, thronged with the good-natured people, who, in answer to the cry of the coolie, mayhap may not



From "Japan As We Saw It," by permission.

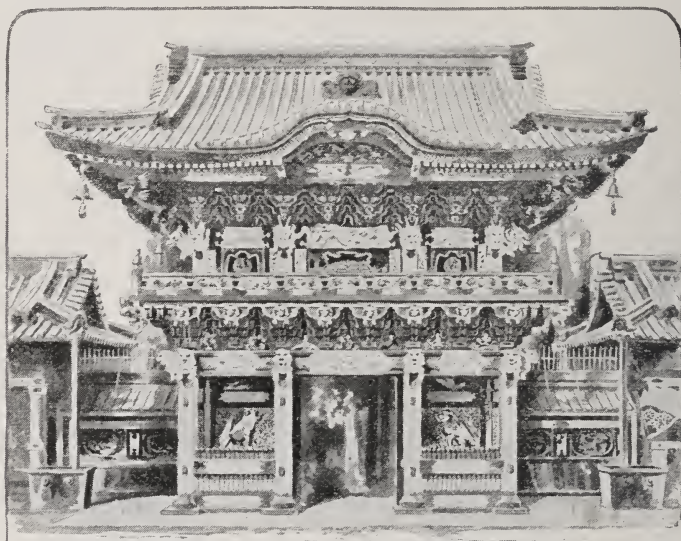
in time avoid the wheels of your vehicle. Do they, as in America, hurl anathemas at you? Not at all. They turn around and apologize for their stupidity in causing the collision.

A jinrikisha ride over the bluffs, where the foreign residences are located, to Mississippi Bay, so named from the fact that Commodore Perry's ship of that name there cast anchor in 1854; to Tomioka on the Gulf shore, where in spring

the cherry blossoms and azalias are a glorious sight; or to Kanagawa, opposite Yokohama, where by ascending the hill back of the town a magnificent view of Yokohama and the bay is had, give one an excellent idea of Yokohama's suburbs.

Kamakura, with its bronze figure of the Buddha (Daibutsu) forty-nine feet high, the golden thirty-foot figure of Kwannon, the Goddess of Mercy, and the Temple of Hachiman, the God of War, with its countless stone steps and approach through an avenue of trees, is reached by rail within two hours, or by rail to Fujisawa in an hour, and thence by jinrikisha, stopping at Enoshima, the temple island, on the way.

Miyanoshita, amid the Hakone Hills, with its delightful hotels, the Fujiya and Naraya, may be visited by a two hours' rail ride, one hour in tram car and



Great Gate-Nikko.

From "Japan As We Saw It," by permission.

five miles climb in jinrikishas over a road creeping up the mountain sides, on the edge of abysses or past the foot of cascades falling from dizzy heights. The daintily robed little hotel girls care for your baggage, black your boots, see to your bath, serve your meals, and if the "entente cordial" has been formed, your departure will be "solemnized" by regretful "sayonaras" (good-byes) and wishes for your speedy return.

A four hours' ride in the mountain chair carried on the shoulders of four coolies will take you across the hills to Hakone Lake, where one of the Mikado's palaces and a fine view of distant snow-capped Fuji, the sacred mountain, is seen. Ojigoku, the "little hell" or boiling mud springs; Kiga, a pretty village perched on the mountain side with a gorge at its feet; Dogoshima, a hamlet

down in the ravine below Miyanoshita, are all within easy walking distance. Two quick running coolies will draw you in five hours to Atami in the province of Idzu, where at the semi-foreign Hotel Higuchi, overlooking the sea, you may revel in the natural hot salt-soda baths for which the place is renowned. Looking seaward, the ever smoking island of Oshima stands solitary and alone. The sea-girt road you have travelled to Atami will hold a place in the memory forever,—now almost on a level with the sea, again at two or three hundred feet height on the mountain side, but always with the bright green waters of Japan within a stone's throw. To visit the neighboring places mentioned, however, you must have a Japanese local passport, which your Consul at Yokohama will obtain within an hour for the asking; for the foreigner without a passport cannot purchase a railway ticket to, or get accommodation or food at an inn beyond the treaty limit, which is approximately twenty-five miles outside the five treaty ports of Yokohama, Kobe, Nagasaki, Niigata and Hokodate.



From "Japan As We Saw It," by permission.

Tokio, the capital, a city of nearly one and a half millions population, is only eighteen miles by railway from Yokohama, with nineteen daily trains in each direction. Every comfort is afforded at the Imperial Hotel, overlooking the Imperial Palace grounds, or at the Club Hotel on the bay in the foreign settlement of Tsukiji. Ueno and Shiba Parks with their temples, Toriis, lotus ponds, figures in bronze and wood, flowers and cherry avenues, numberless curved bridges crossing the river and canals which intersect the city in every direction, miles of Japanese shops, the 320 foot high tower of "Junikai" with the five-storied Asakusa pagoda near at hand, a visit to one of the theatres with its revolving stage and queer performances, the gardens of the Arsenal, and last

but not least, the dancing of Geisha girls and playing by Samisen girls, leave not a moment for *ennui* during the daylight hours, while a night ride down the Ginza, an avenue of shops, and back through other thoroughfares with their countless paper lanterns, banner signs swinging from bamboo poles, and the throng of long-robed and wooden-soled natives, furnish material for dreams rivalling the story of Alladin.

Nikko, the place of temples, is reached by railway in five hours from the Ueno station, in Tokio. The principal street in Nikko, leading from the station at a distance of two miles, crosses the Diagawa River by a public bridge. The Red Lacquered or Sacred Bridge, closed to all mortals save the Mikado, is passed on the right, and regarding it, in connection with the visit of General Grant to Japan, the incident is related that the Mikado, wishing to specially honor his guest, ordered that the Sacred Bridge should be thrown open to him. The



From "Japan As We Saw It," by permission.

General, having read the translation of the edict, knocked the ashes from his cigar, and told his interpreter to cross the public bridge, saying: "I will be the last person to break a law of Japan."

The temples of Nikko, by reason of situation and exterior and interior magnificence, are the finest in the world. Days and weeks may be consumed in their inspection and traditions, but the whirlpool and cascades about Nikko, and a chair or horseback ride to Chuzenji Lake, where the natives catch fish with trained hawks, invite your attention. Off to the west, by a long jinrikisha journey, you come to Kasatsu, where the medical baths and the primeval customs of the bathers do not permit of description. Back through Tokio and Yokohama, and by one of the fine steamers of the Japanese Line around by sea to Kobe in twenty hours, or by the Imperial Government Railway passing the base

of Fuji Mountain, through tea orchards, bamboo forests, interminable rice fields and well tilled farms, you come to Nagoya, with its old castle, temples and potteries; Gifu, a place of silk industry; Kioto, a city of nearly half a million people, filled with places and objects of interest, where a dash down the Kutsuragawa rapids must not be omitted; while visits to the silk stores, if a lady be with you, results in purchases that will lighten your bank account.

A little farther on, Osaka, the "Venice of Japan," with its half million inhabitants, is reached. The old castle, the mint, a stroll through the narrow sidewalkless streets, a sampan (boat) trip, by canal and river, to one of the suburban tea-houses located on the water's edge, where you see more Geisha dancing and again hear the twang-twang of samisens, will consume two days. A rail or jinrikisha ride of twenty miles to Nara, with its beautiful little lake and pagoda; a rail trip of eight miles to Sakai, where are made the blue and white rugs you have seen everywhere in Japan, will occupy one more. An hour's ride by rail to Kobe, the tea emporium of the country, brings you again into a semi-foreign atmosphere. Here the Nunobiki waterfalls are worth the twenty minutes' ride necessary to reach them. Articles made of bamboo are the special purchasable novelty in Kobe. Lacking letters of introduction, your personal card will gain a welcome to the Kobe Club, where you will meet pleasant people, and have the opportunity of devouring news from home, for files of American papers are found in the comfortable reading room.

Once a week steamers of the Japanese Co. leave Kobe for the 329 miles' trip through the Inland Sea, unquestionably the most picturesque body of water in the world. Steaming between myriads of islands where at times no passage is discernible, past towns dotting the shores, you traverse parts of five distinct seas or inland lakes, until anchor is dropped at Shimonoseki, and a scene you will never forget, that of coaling the ship by the semi-nude natives (men and women) is enacted. Twelve hours more on the same steamer lands you at Nagasaki, in the province of Kyushu, the place of tortoise shell manufactures. From there trips to Mogi, Ureshino (where the bathers scorn bath costumes), Arita and its potteries, Tsugi and a twenty-five mile boat dash down the Kuma-gawa rapids, and a hundred other interesting places and things may be enjoyed.

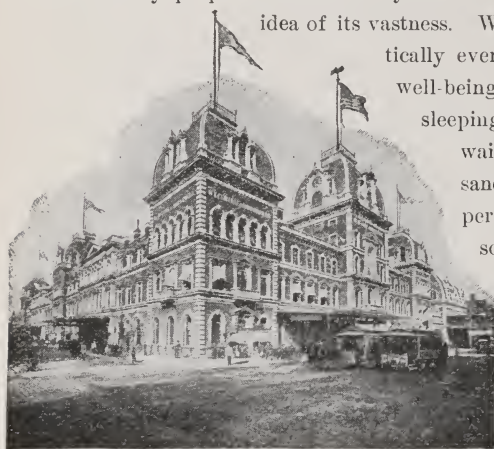
From Nagasaki, thirty-two hours' sail will land you at Shanghai, in China, ready for a trip through the celestial kingdom.

We have alluded here to only fractions of what may be seen in this wonderful country, and all as safely as one may travel in America. A lady may perform the journey with comparative ease and comfort, and the expense while in Japan may safely be put at \$6.00 (gold) per day, per person. A letter of credit or bank drafts provide Japanese money at the banks in Yokohama, Kobe and Nagasaki, and your Consul, at any of these three cities, will procure from the government in Tokio a special passport permitting you to go to the places named therein.

TERMINAL FACILITIES.

GRAND CENTRAL STATION.

EASTERN PASSENGER TERMINUS OF THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD. LARGEST AND FINEST PASSENGER STATION IN AMERICA, AND THE ONLY ONE IN THE CITY OF NEW YORK.



GRAND CENTRAL STATION.

This immense building, almost a city in itself, is so large in all its details and so admirably proportioned that only a careful examination gives an adequate idea of its vastness. Within its walls are contained practically everything that is necessary for the well-being of a large community, except sleeping accommodations, and through its waiting rooms and exits, tens of thousands of travelers pass every day. So perfectly planned for its purpose and so thoroughly built is it, however, that an army of officers and clerks find it one of the quietest and pleasantest working places in New York. Not a sound of the immense traffic reaches the ears of the general officers of the company, though they can step to their windows at any hour of the day, and look down upon trains arriving and departing with crowds of passengers from all parts of the country.

The location of Grand Central Station is, however, its unique advantage. It is quite possible that a station might be planned which in all other respects equalled this building, but there is not in America to-day another such location. Standing, as it does, almost exactly in the center of the population of the city, with the greater part of the fashionable residence portion above it, and all of the business portion below it, Grand Central Station is exactly the right thing in the right place.

A traveler can arrive in the early morning here, get his breakfast in the restaurant, and then start down-town in a cab, or on the street cars or by the Third Avenue Elevated Railway, without even stepping from under cover. He can reach any probable destination in the city within half an hour, and even on a

rainy day without wetting the sole of his shoe. If he arrives, accompanied by ladies, in the afternoon or early evening, to attend an entertainment, he will find any number of carriages awaiting him under the big awnings, and will be at his entertainment in from five to twenty-five minutes. If his final destination is New England, he can change cars without leaving the station, or can reach almost any part of Brooklyn by a transfer over the Brooklyn Bridge and by the Brooklyn elevated railroads, without even descending to the sidewalk.

The most remarkable and fortunate fact concerning this station is that it is not only in exactly the ideal spot for a railroad station in New York City, but it is also the only station on Manhattan Island. If there were twenty stations, none could have a better location ; but there are none others.

A few details concerning the building will naturally be of interest.

Grand Central Station, which is the New York City passenger terminus of the New York Central & Hudson River Railroad, is situated at Fourth Avenue and Forty-second Street, the very center of the city.

It contains the general offices of the New York Central & Hudson River Railroad, the New York, New Haven & Hartford Railroad and the New York & Harlem Railroad, with their hundreds of employees. The financial offices of the Lake Shore & Michigan Southern Railway, Michigan Central Railroad, Canada Southern Railroad, and several other companies are also located in this building, as well as the offices of the Westcott Express Company and the New York Transfer Company.

The Western Union Telegraph Company and Wagner Palace Car Company also have offices in the building.

In the basement, there is, at the north end, the station of the 23d Sub-Precinct of the Police Department of New York, and on the Forty-second Street front a large restaurant.

Directly opposite Grand Central Station are the general offices of the West Shore Railroad and the Wagner Palace Car Company.

The New York Central & Hudson River Railroad makes connections at Grand Central Station with all trains on the New York, New Haven & Hartford and New York & Harlem railroads, and from the east side of the Annex, and under the same cover, the cars of the Third Avenue Elevated Railway start, making connections for the extreme southern part of the city and Brooklyn, as well as the northern portion of the city. The cars of the Fourth Avenue surface railroad leave from the Annex, and run down Fourth Avenue through the Bowery to City Hall and the Post-Office. The Forty-second Street surface lines pass in front of the station, and crosses every north and south line of surface as well as of elevated railroads. The Boulevard cars also pass in front of Grand Central Station on Forty-second Street, running west to Seventh Avenue, and thence north to the end of the Boulevard. The Madison Avenue cars also pass in front on Forty-second Street, and run north on Madison Avenue to Mott Haven Station.

Another line of cars leaves in front of the station for the 34th Street and 23d Street ferries to the East Side, and crosses to the steamship docks and Hoboken and Jersey City ferries on the West Side.

Grand Central Station has a frontage of 374 feet on 42d Street, and a depth of 688 feet on Vanderbilt Avenue, embracing a superficies of 257,312 square feet.

It is estimated that on an average 50,000 persons per day arrive at and depart from this station. During every working day nearly 300 trains (about 1,000 cars) arrive at and leave the station. The station contains 19 tracks, of which 12 are devoted to outgoing and 7 to incoming trains.

NEW UP-TOWN STATION.

For the accommodation of up-town residents, the New York Central & Hudson River Railroad maintains a handsome and perfectly appointed passenger station at 138th Street, New York, at which most of the fast express trains stop.

Tickets reading to New York by the New York Central & Hudson River Railroad or the Harlem Railroad, will be available on all trains either to the



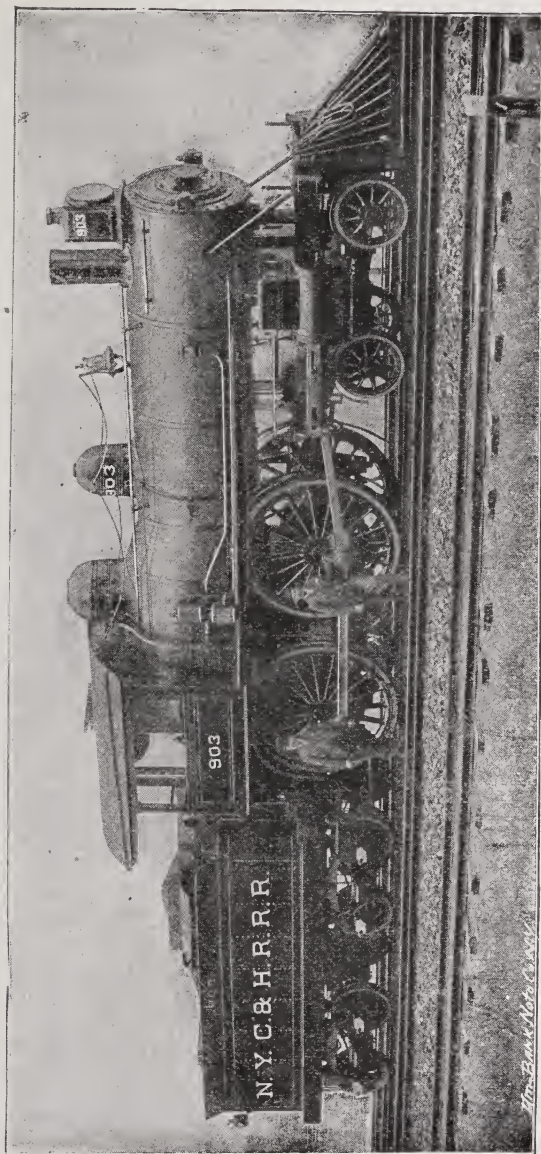
Copyright, 1892, by Moses King.

NEW UPTOWN STATION 138TH STREET, NEW YORK.

Grand Central Station or to the 138th Street Station as preferred if presented on trains scheduled to stop at the latter station.

The Madison Avenue street cars run into the station enclosure at 138th Street, and this station is also easily accessible by taking street cars on Third Avenue to the corner of 138th Street. Carriages will be at the up-town station upon arrival of all trains.

The building occupies about one acre of land, and is unquestionably the finest way station on the continent.



THE WORLD-REOWNED PASSENGER ENGINE NO. 903, NEW YORK CENTRAL & HUDSON RIVER R. R.

The Railway Magazine

The accompanying illustration gives a very inadequate idea of its handsome exterior of brick and terra cotta and red Akron tile roofs.

From 138th Street there are four separate entrances, viz.: for passengers, through a loggia; for carriages, through a large and imposing archway; for the Madison Avenue street cars, and one for baggage wagons—each department distinct, but all merging into a capacious vestibule, opening from which are the waiting-room, ticket and telegraph offices, and a door to the baggage-room.

The waiting-room is about 100 feet long by 30 feet wide, two stories high, with open timbered roof ornamented with carving and wrought-iron work artistically fashioned; cathedral glass windows; heated by steam and well ventilated.

Connections are made in Union stations at Albany, Troy, Schenectady, Herkimer, Utica, Syracuse, Rochester and Buffalo, with railroads diverging.

PASSENGER EQUIPMENT.

Engine No. 903, the subject of our illustration, is the one that hauls the famous Empire State Express over the first stage of its daily flight, from New York to Buffalo, 440 miles, and is a type of the new standard passenger engines of the New York Central.

THE PASSENGER ENGINE.

These engines were designed by William Buchanan, Superintendent of Motive Power and Rolling Stock, and constructed at the Schenectady Locomotive Works, Schenectady, N. Y. Their ability to maintain an average speed of over sixty miles an hour every day, under all conditions of weather, hauling a standard passenger train weighing 460,000 pounds, is regarded by mechanical experts as a great triumph in motor construction.

The combination Buffet Smoking and Library Car in service on the Limited trains of the New York Central is a distinct innovation. Cars of this type are

luxuriously furnished with movable easy chairs, couches,

THE BUFFET CAR.

tables, writing desk, book-cases, files of the current daily newspapers, illustrated weeklies and periodicals; a buffet stocked with choice wines, liquors, cigars, etc., etc. Beyond the smoking-room is the shaving parlor, in charge of a competent barber. Opposite the bath-room, conveniently arranged and perfectly furnished. The books in the library are for the free use of passengers, and may be taken into the other cars if desired. The latest quotations of the New York and Chicago Exchanges are received en route, and posted in the smoking-room. These reports are furnished by Spencer, Trask & Co., at Albany; Hotchkiss & Co., at Syracuse, and Counselman & Day at Rochester. In a word, the Buffet Car is a club house on wheels.

The Buffet Sleeping Car embodies every important feature tending to the safety and comfort of the traveler. The interior is

THE SLEEPING CAR.

divided into main saloon state-room, smoking-room and two toilet rooms, one at either end of the car. The main saloon is elaborately,

decorated. The seats are most comfortable. They are covered with richly embossed mohair plush of a color and design to harmonize with the draperies and wood-work. The entire apartment is finished in mahogany. At night the seats



THE BUFFET CAR.

THE COMPARTMENT CAR.

of friends. It is impossible to describe adequately the beautiful upholstery or furnishings of the car; its cabinet work in which is represented a variety of the rarest and most expensive woods, its silken hangings, or the manifold devices which combine in the realization of such quiet and tasteful elegance.

are converted into comfortable double beds, privacy being secured by partitions at the head and foot of each. Heavy plush curtains, dependent from brass rods, screen the open sides. At the end of the main saloon a door opens into the state-room, which is conveniently arranged for the accommodation of small parties or families. Connected with it is a closet and lavatory for the exclusive use of occupants of the state-room. At the opposite end of the car is a bijou smoking apartment, furnished with movable easy chairs and couches.

This car certainly represents the ideal mode of conveyance. Surrounded by all the comforts and much of the elegance of home, it seems as if every possible want of the traveler had been anticipated. The space is divided into elegant private rooms—five on each side of the car—entered from a hall running along the side. Every compartment is provided with complete toilet arrangements, lavatory with hot and cold water, electric bells and a handsome gas chandelier. There is additional room for a table, where one can write letters if desired. Sliding doors connect several of the compartments, permitting them to be arranged en suite, for the convenience of families or parties

This car is 70 feet long, 10 feet wide, mounted on two six-wheel trucks, and is supported by spiral and elliptical springs. Entering through the platform vestibule ; on the right is a state-room, with arm chairs and sofa. **THE DRAWING-ROOM CAR.** The drawing-room or main saloon has a total seating capacity of twenty-three. There are twenty richly

upholstered revolving chairs and a large divan seating three persons. The windows are heavy plate glass, two feet eight inches square. Each window is provided with a double sash, which effectually excludes dust and drafts. The shades are dark blue, surmounted by old gold satin damask lambrequins. Passing through the drawing-room, at the opposite end is a handsome buffet from which light refreshments are served. Adjoining is a comfortably furnished smoking-room. Toilet rooms, with hot and cold running water, are located at each end of the car — one for men, the other for women. The upholstery throughout is of plush ; the wood-work finished in mahogany and quartered oak ; the decorations and hangings are harmonious in pattern and arrangement.

Dainty and elegant in all its appointments, there is something irresistibly inviting in the snowy linen and polished silver, the beautiful china and other table furnishings ; and a glance at the laden

THE DINING CAR. trays of the deft waiters, who from long practice are enabled to pass back and forth through the swiftly moving car and serve their patrons without the least confusion or mishap, is enough to make a dyspeptic hungry. Cars of this plan have five tables for four persons each and five tables for two persons each, or a total seating capacity of thirty persons. The interior is finished in handsomely carved oak. The tables have



THE SLEEPING CAR.

movable chairs upholstered in richly embossed leather. A heavy Wilton carpet covers the floor. The pantry and kitchen are fitted with the latest appliances in the way of range, carving tables, dressers and all equipment necessary for the prompt serving of meals to large parties. The refrigerators, wine locker and cupboards are conveniently located. Meals in this car are served at the uniform price of one dollar each for breakfast, luncheon or dinner, the menus comprising all the substantial and delicacies of the season.

The Standard Passenger Coach of the New York Central and connecting lines is 60 feet long, 10 feet wide, and has a seating capacity of 76. At the forward

THE PASSENGER COACH.

end, on opposite sides of the car, are toilet rooms — one for men and one for women. The seats are arranged in rows, nineteen on each side, with an aisle in the center.

Each seat will accommodate two persons. They are richly upholstered and have high spring backs. About five feet above each seat is an ornamental brass rack for light packages. The windows are large and fitted with heavy plate glass. Six handsome Pintsch gas chandeliers depend from the roof of the car, and both front and rear platforms are brilliantly lighted by the same means. The frames of the seats and the wood-work of the car are polished mahogany; the upholstering blue mohair plush. The windows are hung with shades to correspond.

The Observation Car is similar in general arrangement to the Drawing-Room Car, the only marked difference appearing in the rear end, which, unlike the ordinary car, is entirely of heavy plate glass, extending from the roof nearly to the floor and rounded so that a wide range of vision is afforded. The remaining space in the car is divided into parlor, state-



THE COMPARTMENT CAR.

room, smoking and toilet rooms. The decorations and furnishings conform to the same luxurious standard as other Wagner cars. The Observation Car is always attached to the rear of the train so that there may be no obstruction to the view. This style of car is peculiarly adapted to service on the New York Central route, which traverses a section of country notable for grand and varied scenery.

THE OBSERVATION CAR.

The Private Cars of the Wagner Palace Car Company are the most luxurious vehicles of railroad travel ever introduced, combining all the conveniences of a hotel with the privacy and comfortable surroundings of one's own home. These cars vary slightly in size and detail of arrangement to suit the requirements of the lessee, and will accommodate from six to sixteen persons.

In the rear is an observation room ; adjoining that is a spacious boudoir and sleeping room ; next, the parlor, then another sleeping room, and at the front end

of the car are the toilet room, kitchen, pantry and servants' quarters. In the parlor are movable chairs and couches, a writing desk, and an extension dining table that will accommodate twelve persons. The large sofa in this room can be curtained off at night and the space occupied by two comfortable beds, upper and lower. The kitchen is fully equipped.

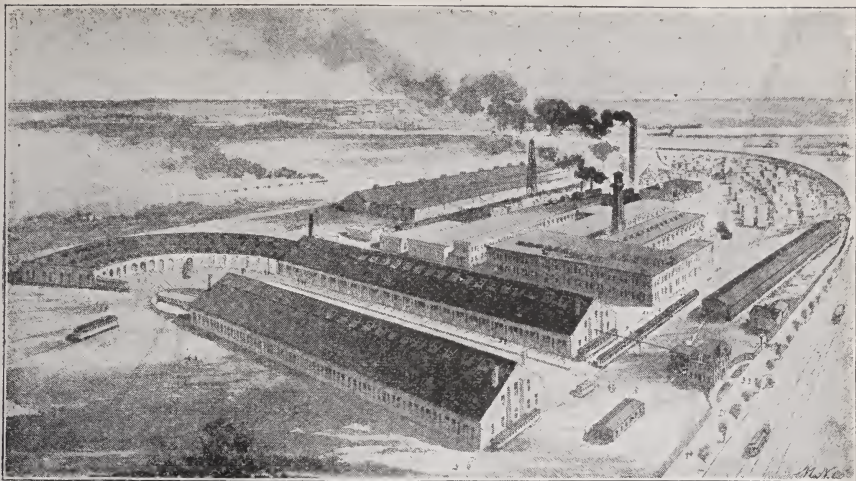
The commissariat will be furnished by the company when desired, together with polite and efficient servants.

A trip of several thousand miles can be made in a car of this kind, with perfect comfort and at comparatively slight expense.

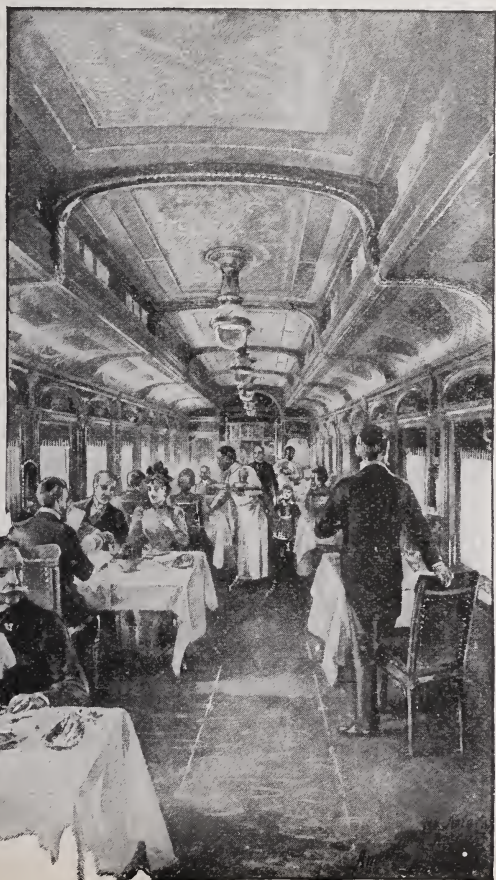
The Drawing-Room, Sleeping and Dining-car service on the New



THE DRAWING-ROOM CAR.



WAGNER PALACE CAR SHOPS, BUFFALO, N. Y.



THE DINING CAR.

York Central & Hudson River Railroad is operated by the

WAGNER PALACE CARS.

Wagner Palace Car Company, which is a sufficient guarantee of its excellence. The entire equipment has been practically renewed in the past two years. The new cars have all been constructed at the works of the Wagner Palace Car Company in Buffalo.

The controlling idea in construction has been to secure absolute comfort to the occupants of the cars, and no expense has been spared in attaining that end. In elegance of finish and luxurious appointments, the new sleeping cars are unsurpassed.

The Pintsch system for lighting passenger cars with

gas has become justly celebrated, and is now recognized as the safest and most satisfactory method of car illumination ever produced. This clean, brilliant and

**CARS LIGHTED
WITH GAS.**

beautiful light has been introduced into the coaches of the Wagner Palace Car Company, and into those of the New York Central & Hudson River Railroad. In cars lighted with Pintsch gas, passengers can read their books and papers with the same degree of comfort as in their drawing-rooms at home.

All the drawing-room and dining cars, passenger coaches, and the baggage, mail, express and postal cars in service on the lines of the New York Central & Hudson River Railroad are equipped with the necessary appliances for heating, either by steam or hot water, and no fires for heating purposes are allowed in any of the cars. The systems of steam heating principally in use are those introduced by the Martin Anti-Fire Heater Co., and the Consolidated Steam Heating Co., by which live steam is taken directly from the boiler of the locomotive, and distributed by pipes throughout the train. The hot water system operates in very much

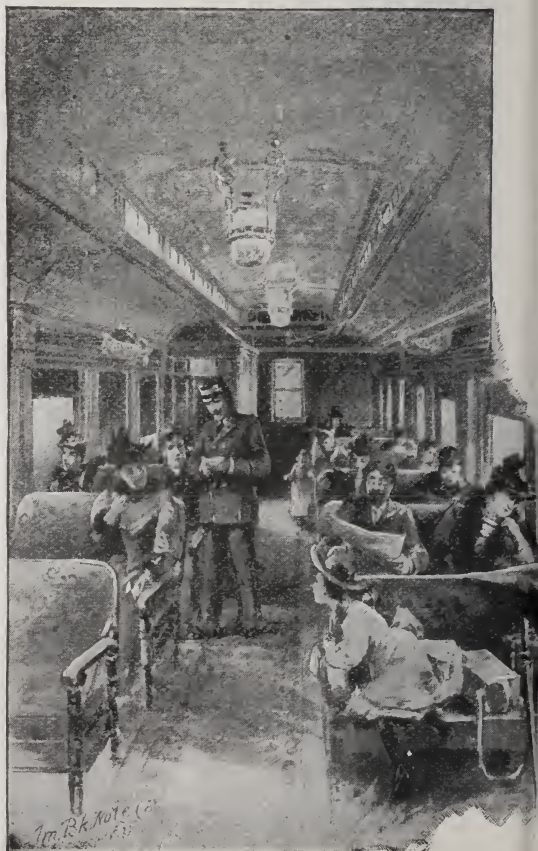
**CARS HEATED
BY HOT WATER
AND STEAM.**

the same manner, except that the pipes are kept filled with water, into which steam is injected from the boiler. The temperature in any car can be raised or lowered at will without affecting in any degree the supply of heat of the other cars composing the train. The New York Central was among the first lines to adopt safety heating appliances in place of stoves or open fires.

There is a feeling of great fatigue upon the completion

**EASY CURVES AND
LIGHT GRADES.**

of a journey in the most luxurious cars over the very best constructed railway, if that



THE STANDARD PASSENGER COACH.

railway does not possess easy curves and light grades. The New York Central & Hudson River Railroad occupies the natural easy-grade highway between the shores of the Atlantic and the entire West, skirting along the world-famed Hudson River and passing through the lovely valley of the Mohawk.

Old travelers know that the New York Central, for a distance of over 300 miles, is possessed of four distinct tracks, two of which are exclusively devoted to the movement of passenger trains and two to freight traffic. The regular and safe movement of fast trains under such favorable conditions can be generally depended upon.

ADVANTAGES OF THE FOUR TRACKS.

The five great "Limited" trains by the New York Central are distinguished as the fastest trains run in

LONG DISTANCE RUNS.

America, and as making the longest-distance runs yet attempted by trains in regular service. These trains run between New York and Albany, a distance of 142 miles, without a stop, the water for the boiler being scooped from track tanks while running at full speed—a device originally introduced by the New York Central.

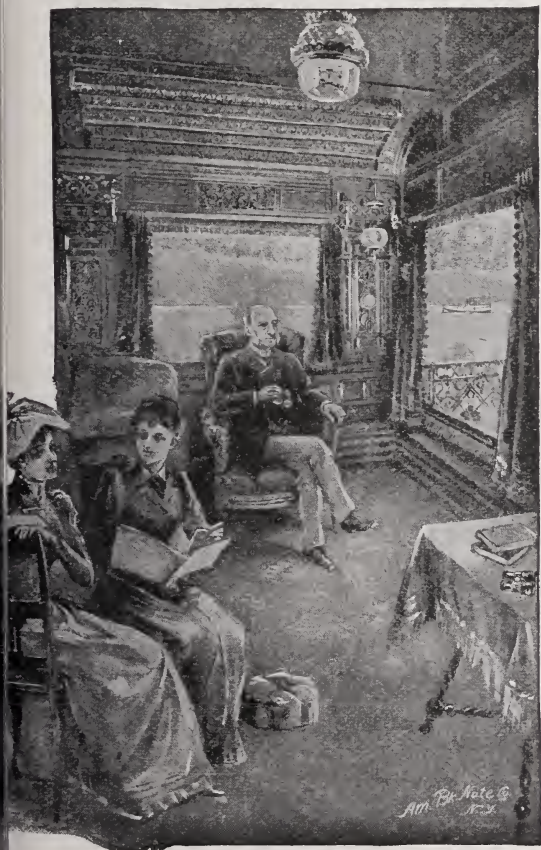
Messengers of the Westcott Express Company are on

THE WESTCOTT EXPRESS CO.

all arriving trains to arrange for the delivery of passengers and baggage to any part of New York City, Brooklyn, Hoboken or Jersey City, or to any of the Ocean or Sound Steamship wharves. Deliv-

ery of New York baggage is made from either the 138th Street Station or the Grand Central Station, according to the convenience of passengers.

The Westcott Express Company is also authorized to check baggage from



THE OBSERVATION CAR.

hotels or residences in New York City, Brooklyn or Jersey City to destination. Orders will be received at any ticket office of the New York Central & Hudson River Railroad. The baggage delivery of the Westcott Express Company enjoys a good reputation for cheap, prompt and efficient service.

One hundred and fifty pounds of baggage will be checked free on each full-rate regular or Summer excursion ticket, and 75 pounds on each half-rate ticket.

**BAGGAGE
CHECKED FREE.**

In selling tickets and checking baggage over other lines this company acts only as agent, and assumes no responsibility in connection with tickets or baggage beyond the

terminus of its own road.

To insure the forwarding of baggage on same trains by

**CHECKING
OF BAGGAGE.**

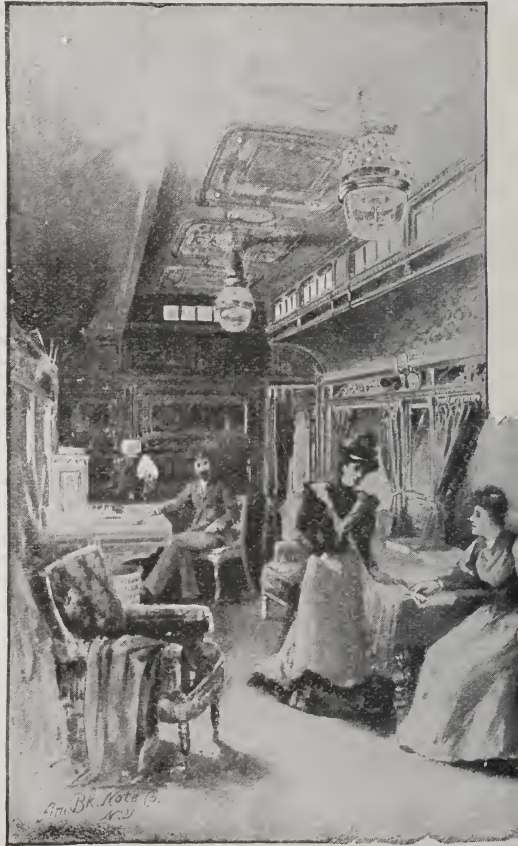
which passage is taken, passengers should be at the station at least ten minutes before advertised time for departure of trains, as it is necessary to present your passage ticket to station baggage-masters when baggage is checked.

The restaurants along the New York Central at Pough-

**STATION
RESTAURANTS.**

keepsie, Albany, Syracuse, Rochester and Buffalo, conducted by Johnston Bros., are among the finest and best managed railway restaurants in the East. Moderate charges only are authorized, and price lists are posted for the information of the public.

The American Express Company is in charge of the express facilities on the New York Central. Parcels or shipments of any kind to **EXPRESS MATTER.** any part of the world will receive prompt attention if forwarded by American Express. The company's agents are at all stations.



THE PRIVATE CAR.

ADIRONDACK & ST. LAWRENCE LINE.

Geographical List of Stations, Stage Lines, Steamer Routes and Railroad Connections.

- Herkimer**, Track connection New York Central & Hudson River Railroad. Street car to Mohawk, $1\frac{1}{2}$ miles, connecting at Mohawk with West Shore Railroad.
- Middleville**, Stage to Fairfield 3 miles.
- Fenner's Grove**, "
- Newport**, Stage to Norway, 4 miles.
- Poland**, Stage to Cold Brook, 2 miles; to Gray, 8 miles; to North Gage, 3 miles.
- Gravesville**, "
- Trenton Falls**, ‡ Stage to Moore's Hotel, $\frac{1}{2}$ mile.
- Prospect**, Stage to Grant, 5 miles; to Ohio City, 10 miles; to Northwood, $8\frac{1}{2}$ miles; to Morehouseville, 25 miles. * Team to North Lake, 24 miles; to South Lake, 26 miles; to Honnedaga Lake, 33 miles; to Piseco Lake, 35 miles; to Lake Pleasant, about 40 miles. { **Hinckley** Station is $2\frac{1}{2}$ miles nearer these points. Stage from Prospect passes through Hinckley.
- Remsen**, Track connection Rome, Watertown & Ogdensburg Railroad.
- Honnedaga**, * Team to Honnedaga Lake, North and South Lakes.
- Forestport**, Stage to Forestport Village, 1 mile.
- " Stage to Alder Creek Village, about $3\frac{1}{2}$ miles.
- White Lake**, * Team to Woodhull Lakes, 11 miles.
- " " " " * Boats, Bisby Lakes, 12 or 13 miles.
- Otter Lake**, Otter Lake close to Railway.
- McKeever**, * Team for Moose River Village, 4 miles.
- Fulton Chain**, ‡ Stage to Old Forge House. During the Summer season connection is made at Old Forge with Steam Yacht for the Head of Fourth Lake through First, Second, Third and Fourth Lakes, Fulton Chain; also for Little Moose Lake, via First Lake and portage. Connection is also made for Cedar Island Camp (12 miles) and Raquette Lake (25 miles).
- The transportation of passengers and baggage Head of Fourth Lake to Raquette Lake, 13 miles, is under the direction of one party, the route being via Fulton Chain of Lakes and Brown's Tract Inlet. The trip is made in large rowboats, and but three short carries are necessary. Baggage is drawn over the carries by teams. This arrangement is to be improved upon for the Summer travel of 1893.
- Blue Mountain Lake, Forked Lake and Long Lake are easily reached from Raquette Lake; the first two by steam yacht, and the latter via stage from Blue Mountain Lake.
- Big Moose**, Carriage road from this point to Big Moose Lake.
- Beaver River**, A carriage road will be built from this station to Fenton's No. 4.
- Little Rapids**, / Ne-ha-sa-ne Park.
- Ne-ha-sa-ne**, (Private Stations.
- Bog Lake**, Bog Lake.
- Horseshoe Pond**, A carriage road will be built from this station to Tupper Lake House and also to Long Lake.
- Childwold Station**, ‡ Stage to Pond View House, 6 miles.
- " ‡ Stage to Childwold Park House, 5 miles.
- Tupper Lake Junction**, Stage to Tupper Lake Village, 2 miles; ‡ Hotel Wawbeek, 11 miles. ‡ Steam Yacht on Big Tupper Lake for Moody's and Tupper Lake House.
- Track connection Northern Adirondack Railroad.
- Saranac Inn Station**, ‡ Stage to Saranac Inn (Hotel), 1 mile; connecting with steam yacht for ‡ Hotel Wawbeek, 8 miles; ‡ Rustic Lodge, 8 miles; Saranac Club, 8 miles; ‡ Hiawatha House, 9 miles.
- Lake Clear**, ‡ Stage to Rice's, on Lake Clear, $1\frac{1}{2}$ miles.
- Saranac Lake**, ‡ Stage to Hotel Ampersand, 1 mile; to Hotel Algonquin, $1\frac{1}{4}$ miles; to Saranac Lake House, $1\frac{1}{2}$ miles; to Ray Brook, 4 miles; to Mirror Lake and Lake Placid, 9 miles, connecting at Lake Placid with Stage to Cascade Lakes, 10 miles; Adirondack Lodge, 10 miles; Keene Valley, 18 miles; Elizabethtown, 27 miles.
- Paul Smith's Station**, * Team to Meacham Lake, 15 miles.
- " " ‡ Stage to Bloomingdale, $4\frac{1}{2}$ miles.
- " " ‡ Stage to Paul Smith's Hotel, 4 miles.
- Rainbow Lake**, Wardner's, close to Station.
- Lake Kushaqua**, Lake Kushaqua near by.
- Loon Lake**, ‡ Stage to Loon Lake House, 3 miles.
- " " Chateaugay Railroad.
- Mountain View**, Indian Pond near by.
- Owl's Head**, (Ringville,) Chasm Falls.
- Whippleville**, "
- Malone**, Track connection Central Vermont Railroad, O. & L. C. Div.
- " Track connection St. Lawrence & Adirondack Railway for Ottawa, Montreal and Quebec.

* Arrangements should be made in advance for teams.

‡ During Summer season only.

† At places marked "†" there is no Station Agent. Baggage checked to these points must be called for by owner, at the baggage car on arrival of train. Otherwise it will be carried to the next regular station.

SEASON OF 1893.

Steamboat and Stage Line Schedules.

SUBJECT TO CHANGE.

ADIRONDACK MOUNTAIN STAGE AND STEAMER LINES

LEAVITT'S LINE OF STAGES.

Four-horse tally-ho coaches run from July 1st to October 15th daily, except Sundays, between Riverside Station of the Adirondack Railway and Schroon Lake Steamboat Landing, stopping at Loon Lake and Pottersville. Leave Riverside 6 A. M., 12.40 P. M. and 5.30 P. M. Leave Schroon Lake Steamboat Landing at 7.15 A. M., 12.45 P. M. and 6 P. M. Forty minutes allowed on all trips for meals at Pottersville. Trip occupies about two hours.

SCHROON LAKE STEAMBOAT LINE.

Steamer "Effingham" runs daily, Sundays excepted, from July 1st until September 15th between Schroon Lake Valley and Pottersville, landing at Adirondack, Grove Point and Lake View Point. Leaves Pottersville at 8.10 A. M. and 2.50 P. M. Leaves Schroon Lake at 6.10 A. M., 11.25 A. M. and 4.40 P. M. Time of trip about one hour and fifteen minutes. Forty minutes allowed on all trips for meals at Pottersville.

ADIRONDACK STAGE COMPANY (LIMITED).

Four-horse stages, six-horse tally-ho coaches and covered spring buck-boards run from July 1st to October 15th daily, Sundays excepted, between North Creek Station of the Adirondack Railway and Blue Mountain Lake, stopping at North River, Summit Springs, Indian River, Indian Lake, Cedar River and Forest House. Leave North Creek at about 1.05 P. M. Leave Blue Mountain Lake at about 7.45 A. M. Trip occupies about five hours. Thirty minutes allowed on all trips for meals at North River.

ADIRONDACK & ST. LAWRENCE RAPIDS TOURIST LINE (LIMITED).

On and after June 12th the Steamer "Paul Smith" will leave Clark Island Park dock daily, Sundays excepted, after arrival of the Adirondack & St. Lawrence trains from the east and south, arriving Montreal 3.30 P. M. This new route to Montreal does away with all monotonous stretches of still water, and embraces within the run of fifty miles all the rapids of the St. Lawrence River but one. Dinner is served on the main deck of the steamer while crossing Lake St. Louis, when the attention of the passengers is taken up with something fully as interesting and important as scenery, consequently the fifty miles is full of interest throughout. There are but three bridges spanning the St. Lawrence; all three are between Clark's Island and Montreal. Among the many points of interest are the International Steel Bridge, Coteau Rapids, Cedar Rapids, Split Rock Rapids, Cascade Rapids, Lake St. Louis, waters of the Ottawa and St. Lawrence flowing side by side without mixing, Iroquois Indian village, Canadian Pacific Bridge, Lachine Rapids, Victoria Bridge and a magnificent view of Montreal from the harbor. The steamer also passes alongside steamers of the Quebec & Saguenay Line, and will make direct transfer. The daily service will close September 30th. Competent and trustworthy pilots and officials only are employed by this company.

TRENTON FALLS STAGE LINE.

Stages run from Adirondack & St. Lawrence Line Station at Trenton Falls to Moore's Hotel, connecting with all through trains, during the pleasure season. Distance one half mile.

OLD FORGE STAGES.

Stages between Fulton Chain Station (A. & St. L. Line) and Old Forge daily, including Sunday, connecting with all trains during Summer season. Distance about two miles. Trip occupies about twenty minutes.

It is expected that a horse-car railway will be constructed and in operation during season of 1893, between Fulton Chain and Old Forge.

FULTON CHAIN STEAMERS.

Steamers will leave Old Forge daily, including Sundays, during the pleasure season, connecting with morning stage from Fulton Chain Station (A. & St. L. Line), calling at all the landings on First, Second, Third and Fourth Lakes of the Fulton Chain, and returning leave Head of Fourth Lake during the afternoon, reaching Old Forge to connect with evening trains southbound.

During August, and possibly the latter part of July and forepart of September, a boat will also leave Old Forge in the evening, returning the following morning.

FULTON CHAIN & RAQUETTE LAKE TRANSFER LINE.

A transfer line of large rowboats will be in operation between the Head of Fourth Lake and Raquette Lake during season of 1893, under direction of C. H. Bennett, proprietor of the Antlers at Raquette Lake. Boats will run from Head of Fourth Lake to Head of Fifth Lake, where a short carry or portage is made to Sixth Lake. Boats on Sixth and Seventh Lakes; portage from Seventh to Eighth Lakes; boats on Eighth Lake; portage to Brown's Tract Inlet; boats to Raquette Lake. Distance about thirteen miles. Baggage is hauled over the carries by teams.

HAYES' STAGE LINE.

Stages run between Tupper Lake Junction and Tupper Lake Village, connecting with all Adirondack & St. Lawrence trains, daily, including Sundays. Distance about one and one half miles.

TUPPER LAKE BOAT LINES.

One or more steam yachts will operate on Big Tupper Lake, during season of 1893, plying between Tupper Lake Village and "Moodys," Tupper Lake House and all landings on the lake. Trips will be made at hours convenient to trains of the Adirondack & St. Lawrence Line.

INGOLD'S CARRIAGE LINE.

Carriages run daily, including Sunday, between Childwold Station (A. & St. L. Line), and Childwold Park House, also Gale's Pond View House, during Summer season, connecting with all through trains. Distance between five and six miles. Trip occupies about one and one half hours.

SARANAC INN STAGE LINE.

During the Summer season stages connect with all Adirondack & St. Lawrence trains at Saranac Inn Station daily, including Sundays, for Saranac Inn on Upper Saranac Lake. Distance about two miles. Time fifteen minutes.

SARANAC INN STEAMERS.

Steamers make close connections with Saranac Inn Stages at Saranac Inn (Hotel), plying on Upper Saranac Lake, calling at Hotel Wawbeek, Rustic Lodge, Indian Carry, Saranac Club, and all landings on the lake. Steamers run daily, including Sunday.

RICE'S STAGES.

During the tourist season stages will run between Lake Clear Station (A. & St. L. Line), and Rice's Hotel, also the Camps on Upper St. Regis Lakes.

LAKE PLACID STAGES. SARANAC LAKE AND LAKE PLACID RAILWAY.

Stages twice in each direction daily, including Sundays, between Saranac Lake and Lake Placid, during the Summer season, calling at Ray Brook House and all the hotels at Lake Placid. Distance nine miles. Time about one and one-half hours.

The new Saranac Lake & Lake Placid Railway is expected to be completed July 15, 1893, superseding the stage line referred to above. Cars of the Adirondack & St. Lawrence Line and the Chateaugay Railway will then be run through to Lake Placid.

PAUL SMITH'S STAGE LINE.

Tally-ho coaches connect with all Adirondack & St. Lawrence trains at Paul Smith's Station, during Summer season, for Paul Smith's Hotel. Distance four miles. Time about thirty minutes.

ROBESON'S CARRIAGE LINE.

Carriages will connect, during July and August, with morning and evening trains of Adirondack & St. Lawrence Line at Paul Smith's Station for Bloomingdale Village. Distance four miles. Time about thirty minutes.

CHASE'S STAGE LINE.

Stages connect during pleasure season with all Adirondack & St. Lawrence Line trains, at Loon Lake Station, for Loon Lake House, three and one half miles.

MEACHAM LAKE CARRIAGES.

Carriages will meet Adirondack & St. Lawrence Line trains at either Paul Smith's Station or Rainbow Lake, upon telegraphic advice being sent to A. R. Fuller, Meacham Lake, N. Y., a day in advance.

AMPERSAND CARRIAGE LINE.

Carriages will meet all Adirondack & St. Lawrence trains at Saranac Lake Station, during Summer season, for Hotel Ampersand, three quarters of a mile distant, daily, including Sunday.

HARDING'S CARRIAGE LINE.

Same as above—for Hotel Algonquin, one and one half miles distant. Daily, including Sunday.

MILLER'S CARRIAGE LINE.

Same as above—for Saranac Lake House, one and one half miles distant. Daily, including Sunday.

RALPH'S STAGE LINE.

Stages run between Lyon Mountain and Ralph's Hotel daily, including Sundays, from June 25th to October 10th, leaving Lyon Mountain at 9.05 A. M. and 2.35 P. M. Time about thirty minutes. Fare 50 cents.

CAYUGA LAKE TRANSPORTATION CO. (LIMITED).

Commences running about May 19, 1893. The regular express and passenger steamer "Frontenac," leaves Ithaca at 10.00 A. M., connecting with morning trains on the Delaware, Lackawanna & Western, Lehigh Valley & Pennsylvania Railroads via Elmira, where passengers have two hours to visit Cornell University, Campus and buildings. Passengers can stop over at Glenwood, Taughannock Falls (220 feet high), Frontenac Beach, Kidders, Cayuga Lake Hotel, Sheldrake and Aurora; arriving at Cayuga at 2.00 P. M.; close connections with New York Central Railroad for Niagara Falls, Buffalo, Watkins Glen, Rochester, Syracuse, Albany, Boston and North Woods. Return trip leaves Cayuga on arrival of New York Central east and west trains, 3.34 P. M. Arrives at Ithaca 7.15, connecting with all trains going south and west. Meals served on steamer, 50 cents. Stop-over allowed on notice to Captain.

CHAMPLAIN TRANSPORTATION COMPANY.

Steamer "Vermont" commences running about June 1st, and continues until the close of the first week in October. It plies between Plattsburgh and Fort Ticonderoga, making intermediate landings at Bluff Point, Catholic Summer School, Port Kent, Burlington, Essex, Westport, Port Henry, Fort Frederic and Crown Point. Leaves Plattsburgh at 7.00 A. M.; leaves Fort Ticonderoga at 1.30 P. M. Meals served on board; breakfast and supper 75 cents, dinner \$1.00. Trip occupies about five hours and a half.

Steamer "Chateaugay" commences running in April and continues until about December 25th. Plies between Westport and the islands in the northern part of Lake Champlain, touching at Basin Harbor, Thompson's Point, Cedar Beach, Essex, Willsboro Point, Burlington, Port Kent, Port Jackson, Bluff Point, Catholic Summer School, Plattsburgh, and the Island landings. Leaves Westport 7 A. M., returns 7.00 P. M.; dinner 75 cents. No trips on Sundays.

CANANDAIGUA LAKE STEAMBOAT COMPANY.

Steamers "Onnalinda," "Ogarita" and "Seneca Chief" commence running about April 1st, and continue until the early part of December, plying between Canandaigua and Woodville daily, including Sundays, from June 15th until September 1st (before and after which dates no Sunday trips are made), making intermediate landings at Fosters, Seneca Point, Vine Valley, Cooks and private landings, at which stops are made on signal. Leave Woodville at 6.00 A. M. and 2 P. M., arriving at Canandaigua 8.30 A. M. and 4.30 P. M. Leave Canandaigua at 9.45 A. M. and 5.20 P. M.

CHAUTAUQUA STEAMBOAT COMPANY.**RED STACK LINE.****OWNING AND OPERATING ALL STEAMERS ON CHAUTAUQUA LAKE.**

Steamers "City of New York," "City of Chicago," "City of Cincinnati," "City of Cleveland," "City of Buffalo," "City of Pittsburg," "City of Erie" and "City of Jamestown" run from May 1st to November 1st, between Jamestown, Lakewood, Greenhurst, Griffiths' Point, Bemus Point, Long Point, Maple Springs, Point Whiteside, Point Chautauqua, Chautauqua (the great assembly grounds) and Mayville. Connections are made at Mayville with all trains on the Western New York & Pennsylvania Railroad, and via Western New York & Pennsylvania Railroad at Brocton with Lake Shore & Michigan Southern and New York, Chicago & St. Louis Railways at Lakewood with all trains on



Ontario & Ohio Railroad; at Jamestown with all trains on the Ohio Railroad; New York, Lake Erie & Western Railroad and Seneca Valley & Pittsburg Railroad, giving direct connection with the Hudson River Railroad.

LAKE KEUKA NAVIGATION COMPANY.

Steamers "Mary Bell," "Urbana," "Wm. L. Halsey," "F. Holmes," "Lulu" and "Branch" commence running about March 15th, continuing until January, plying between Penn Yan and Hammondsport, and Penn Yan and Branchport, making intermediate landings at Urbana, Grove Springs, Gibsons, Keuka, O-go-ya-go, Crosby. Steamers leave Hammondsport at 6.50, 8.00, 9.30 A. M.; 1.00, 2.30, 3.40 P. M. Steamers leave Penn Yan at 7.20, 8.30, 9.30 A. M.; 1.00, 2.20, 3.30 P. M. Connecting with the Seneca Valley & Pittsburg Railroad. Steamer "West Branch" leaves Branchport at 7.00 A. M. and 2.00 P. M., making all stations in West Branch and connecting with the Ontario & Ohio Railroad. No meals served on board. Trip occupies two hours. The boats have a standard of capacity, 1,000, 700, 700, 700, 200, 200, respectively. "Lulu" is a high class, steel, fast-speed steamer with two triple expansion engines, screw propellers, capable of running 22 miles an hour, and is the finest and fastest boat of the company in the world.

LAKE GEORGE STEAMBOAT COMPANY.

Steamer "Horicon" commences running about June 1st, and discontinues its trips about October 4th; plying between Caldwell and Baldwin, making intermediate landings at Assembly Point, Cloverdale, Sheldon's, Trout Pavilion, Kattskill, Marion, Bolton, Green Island, Fourteen Mile Island, Hundred Islands, Pearl Point, Hulett's, Sabbath Day Point, Silver Bay, Hague and Roger's Rock. Leaves Caldwell 9.40 A. M., or on arrival of trains; leaves Baldwin 1 P. M.

Steamer "Ticonderoga" commences running July 1st, and discontinues its trips September 20th; makes same landings as steamer "Horicon"; leaves Baldwin 7.30 A. M., Caldwell 4.30 P. M.

NIAGARA NAVIGATION COMPANY (LIMITED).

Steamers "Cibola," "Chicora" and "Ongiara" commence running about May 15th and cease about October 10th, plying between Lewiston, N. Y., and Toronto, Canada, daily, Sundays excepted, landing en route at Niagara-on-the-Lake, at the mouth of the Niagara River. Steamers leave Lewiston at 8.00 A. M., 10.20 A. M., 12.00 noon and 5.30 P. M.; leave Toronto 7.00 A. M., 11.00 A. M., 2.00 P. M. and 4.45 P. M., in connection with New York Central trains. Lunches served on board. Trip occupies about three hours. The "Ongiara" connects every hour with observation trains of the New York Central & Hudson River Railroad at Lewiston, giving passengers an hour's sail on the Niagara from the mouth of the river and return.

These steamers are Clyde-built vessels, designed especially for the route between Lewiston and Toronto, and are probably the fastest paddle steamers in the world. This line, in connection with the New York Central & Hudson River Railroad, forms the short route between Toronto, Canada, and all eastern points.

OTSEGO LAKE STEAMBOAT AND TALLY-HO LINE.

Steamer "Natty Bumppo" plies between Cooperstown and Island Cottage, week days, in connection is made with tally-ho for Richfield Springs, seven miles distant. Steamers land en route at Three Mile Point and Five Mile Point, and stage stops at Centre and Warren. Leaves Cooperstown for Richfield Springs at 9.30 A. M., 1.00 P. M., and leaves Richfield Springs at 9 A. M. and 3.45 P. M. for Cooperstown. Leaves for all points on the lake leave Cooperstown 1.30 P. M. The trip on the lake occupies one hour; stage one and a half hours. Fare, including boat and tally-ho, \$1.25; round trip, \$2.00. Lake excursion, 50 cents.

OWASCO LAKE STEAMERS.

Steamer "Lady of the Lake" runs daily, including Sundays, between East Pier Dock and West Pier Dock, landing en route at all docks. Trips commence June 26th and cease September 1st. Steamer leaves East Pier Dock 9.00 A. M. and 5.00 P. M.; returning, leaves West Pier Dock 10 A. M. and 3.20 P. M. Trip occupies about one and a half hours. No meals served on board.

HELIEU & ONTARIO NAV. CO.—CLAYTON AND MONTREAL LINE.

Steamers "Columbian" (new), and "Bohemian" leave Kingston every day at 5.15 P. M., making connection with Rome, Watertown & Ogdensburg Railroad trains at calling at Round Island, Thousand Island Park and Alexandria Bay, arriving at Montreal 6.30 P. M., and connecting with steamers for Quebec and the Saguenay.

Leaving

Arriving

CO

Bolton

RICHELIEU & ONTARIO NAV. CO.—MONTREAL AND QUEBEC LINE.

The palatial iron steamers "Montreal" and "Quebec" leave Montreal daily, except Sundays, 7.00 P. M. for Quebec and intermediate ports, until close of navigation.

RICHELIEU & ONTARIO NAV. CO.—SAGUENAY LINE.

The magnificent steamers "Carolina" (new), "Canada" and "Saguenay," make the trip up the Saguenay. The two former leave Montreal Sundays, Mondays, Wednesdays and Thursdays at 7.00 P. M. for the Saguenay, without change (running to Quebec without stop), calling at intermediate points between Quebec and the Saguenay. The steamer "Saguenay" leaves Quebec on Tuesdays and Fridays 7.30 A. M. for the Saguenay, calling at usual ports, thus forming a daily line between Quebec and the Saguenay.

SENECA LAKE STEAM NAVIGATION COMPANY.

Steamers "Onondaga," "Schuyler," "Otetiana" and "W. B. Dunning" ply daily, Sundays excepted, between Geneva and Watkins, landing at Dey's, Willard, Long Point, Lodi, Dresden, North Hector and Peach Orchard. Commencing June 1st there will be two boats each way daily, and after July 1st three boats, leaving Geneva about 8.00 A. M., 12.00 M. and 5.30 P. M., and leaving Watkins at about 7.00 A. M., 12.00 M. and 5.30 P. M. Trip occupies about four hours. Meals served on board. The time above given subject to change when the time of trains change at Watkins or Geneva.

SKANEATELES STEAMBOAT AND TRANSPORTATION COMPANY.

Steamer "Glen Haven" commences running about June 25th, and continues until October 1st, making two round-trips daily, Sundays excepted, between Skaneateles and Glen Haven, landing en route at Borodino and New Hope. Steamer leaves Skaneateles at about 11.00 A. M. and 6 P. M.; leaves Glen Haven at about 7.45 A. M. and 3.30 P. M. Trip occupies about two hours. No meals served on board.

ST. LAWRENCE RIVER STEAMBOAT COMPANY (LIMITED).

STEAMERS "MAUD," "PIERREPONT" AND "RICHELIEU."

Two trips daily, Sundays excepted, between Cape Vincent, N. Y., and Kingston, Ont., leaving Cape Vincent on arrival Rome, Watertown & Ogdensburg Railroad trains, about 9.40 A. M. and 5.00 P. M. Returning leave Kingston 5.00 A. M. and 2.30 P. M.

Navigation commences about April 1st and closes about December 31st.

Service performed by stages during the winter months.

These steamers also fill the route between Kingston, Ont., and Gananoque, Ont.

THOUSAND ISLAND STEAMBOAT COMPANY (LIMITED).

Commencing about July 1st and continuing until about November 1st the steamers "St. Lawrence," "Empire State," "Islander," "Jessie Bain" and "J. F. Maynard" fill the route between Clayton, N. Y., and Alexandria Bay, N. Y., connecting with all Rome, Watertown & Ogdensburg trains arriving at and departing from Clayton. Steamers call at Round Island Park, Grenell Island Park, Thousand Island Park, Fine View Park, Central Park and Point Vivian.

The large, new, side-wheel steamer "Empire State" leaves Ogdensburg every morning for Kingston, Canada, calling at Brockville, Alexandria Bay, Clayton and other Thousand Island points, arriving Kingston about noon. Returning, leaves Kingston same afternoon for Ogdensburg.

Steamer "J. F. Maynard" fills the route between Cape Vincent, N. Y., and Clayton and Alexandria Bay, connecting with all Rome, Watertown & Ogdensburg trains arriving at and departing from Cape Vincent. She calls at Carleton Island, Millen's Bay and all intermediate points.

The steamers "Empire State" and "St. Lawrence" are the "twin greyhounds" of the river. The finest, fastest and most comfortable excursion steamers in that region.

Steamer "St. Lawrence" makes an "Electric Search Light Excursion" nightly.



EXCURSION TICKETS

To Popular Resorts in New York State, Canada and New England by
Favorite Rail and River Lines, or Through Tickets to all Points
North and West on Sale at Offices of the

New York Central & Hudson River Railroad

AS FOLLOWS:

	Grand Central Station, . . .	F. M. LAHM,	Agent.
	113 Broadway,	HENRY GAZE & SONS,	"
	261 Broadway,	THOS. COOK & SON,	"
NEW YORK,	413 Broadway,	H. M. HUNTER,	"
	785 Broadway,	W. W. MEAKIM,	"
	942 Broadway,	GEO. W. SEAMAN,	"
	53 West 125th St.,	C. J. PRISSELL,	"
	138th St. Station,	E. H. STURGES,	"
BROOKLYN,	333 Washington St., . . .	E. LOVENBERG,	"
"	726 Fulton St.,	OSCAR SEYMOUR,	"
BROOKLYN, E. D., . . .	74 Broadway,	G. E. SOUTHERLAND,	"
WEST POINT,	Ferry Dock,	H. W. BELCHER,	"
NEWBURGH,	Ferry Building,	W. H. WESTON,	"
POUGHKEEPSIE,	Station,	C. G. HOLMES,	"
CATSKILL LANDING, . .		W. H. HART,	"
ALBANY,	Union Depot,	MATTHIAS TAYLOR,	"
"	23 Maiden Lane,	LELAND EDWARDS,	"
TROY,	Union Depot,	F. H. MANSS,	"
SARATOGA SPRINGS, . .	D. & H. C. R. R. Offices,		"
UTICA,	New York Central Station, .	F. A. GROSS,	"
"	1 Baggs Hotel,	H. I. FAY,	"
SYRACUSE,	New York Central Station, .	F. SIBSON,	"
"	127 Washington St.,	W. E. BROWN,	"
ROCHESTER,	New York Central Station, .	J. E. BURROUGHS,	"
"	11 East Main St.,	J. C. KALBFLEISCH,	"
BUFFALO,	1 Exchange St.,	H. PARRY,	"
"	Exchange St. Station, . . .	E. N. BLOOD,	"
NIAGARA FALLS, . . .	6 Cataract House Block, . .	B. B. DENNISON,	"
" "	New York Central Station, .	B. B. DENNISON,	"

Or at any Principal Station on the New York Central & Hudson River Railroad or Connecting Lines.

FOR SPECIAL INFORMATION ADDRESS

ANY OF THE ABOVE-NAMED AGENTS, OR

M. C. ROACH,	General Agent Passenger Department, 413 Broadway, New York.
F. J. WOLFE,	" " " " Albany Station, N. Y.
H. D. CARTER,	General Agent Adirondack & St. Lawrence Line, Herkimer, N. Y.
E. J. WEEKS,	General Agent Passenger Department, 1 Exchange St., Buffalo, N. Y.
W. B. JEROME,	" " " " 97 Clark St., Chicago, Ill.
C. C. CRANE,	" " " " { 10 Montgomery St., San Fran- cisco, Cal.

GEORGE H. DANIELS,

General Passenger Agent.

E. J. RICHARDS,

Asst General Passenger Agent.

GRAND CENTRAL STATION, NEW YORK.

New York Central & Hudson River Railroad

TOURIST SEASON OF 1893.

Special Information relating to the sale and use of Tourists' Tickets.

The special tickets described herein will be sold from June 1st to September 30th, inclusive, and will be available until October 31st, inclusive, unless otherwise noted (except in the case of steamboats or stages that discontinue their trips earlier). The tickets entitle holders to all the privileges of regular first-class tickets.

Children between 5 and 12 years of age, half fare ; over 12, full fare.

Stop-over privileges are usually granted on summer tourist tickets ; but to avoid misunderstanding, passengers should notify the proper official of the train or boat of their desire to stop over, as the stop-over regulations of the respective lines vary. For a brief summary of the rules now in effect on the lines over which summer tourist tickets read, see pages 249 and 250.

Summer excursion tickets during the season will be received for passage on LIMITED trains, when presented in connection with Extra Fare tickets, in the case of through tickets from the West ; or without Extra Fare tickets between New York State points, provided the Drawing-room or Sleeping Car tickets are presented in connection with the summer excursion tickets.

Summer excursion tickets will be available on the NEW YORK AND SARATOGA LIMITED trains if presented in connection with Drawing-room Car tickets, as no ordinary coaches will be run on the Limited Trains.

Through tickets by the New York Central & Hudson River Railroad are available between New York and Albany in either direction by the Hudson River (Day Line) or People's (Night Line) Steamers, or all rail, at the option of passengers.

Tickets reading by the Delaware & Hudson Railroad will be accepted for passage between Plattsburgh or Bluff Point (Hotel Champlain) and Fort Ticonderoga, on Lake Champlain Steamers, and permit the holder to remain over at Port Kent, thus affording an opportunity to visit Au Sable Chasm.

Tickets reading by the Lake Champlain Steamers between Plattsburgh and Fort Ti will be accepted for passage between Plattsburgh or Bluff Point (Hotel Champlain) and Fort Ti.

Tickets reading via Glens Falls and Lake George Stages, between Lake George and Caldwell, in either direction, will be accepted for passage on the Delaware & Hudson Railroad between the same points.

Tickets to points on the Fall Brook Railway reading to Geneva via Lyons, will be good from the East via Auburn, and from the West via Canandaigua, if desired, without extra charge.

Tickets between Cooperstown and Richfield Springs by the Otsego Lake steamer and stage, are for passage only ; baggage will be charged extra.

When desired, tickets reading by the Richelieu & Ontario Navigation Co.'s Steamers between Toronto and Montreal will be exchanged by the Canadian Pacific Railway for tickets via all rail, or part rail and part Steamer. Tickets reading via Steamer between Montreal and Quebec will also be exchanged for rail tickets by Canadian Pacific Railway. Tickets reading via Richelieu & Ontario Navigation Co. will not be exchanged by the Grand Trunk Railway.

On tickets reading via Richelieu & Ontario Navigation Company's or Ottawa River Navigation Company's Steamers meals and berths are extra.

Tickets by Sound Line Steamers between New York and Boston include a berth.

Summer tourists are reminded that many of the steamers and stage lines cease operations or make irregular trips after October 1st of each year. Passengers should consult local advertising matter for proper information.

Stop-over Privileges on Summer Excursion Tickets.

NOTE.—It should be understood that the stop-over privileges extended by the several lines (as noted below) require passengers to take such trains or boats as make stops regularly at the desired stopping-place. These stop-over privileges do not apply on tickets limited to continuous passage.

ADIRONDACK & ST. LAWRENCE LINE. (SEE MOHAWK & MALONE R'Y.)	
ADIRONDACK R'Y. (SEE D. & H. R. R.)	
BANGOR & AROOSTOOK R'Y.	Stop-over allowed at any station on notice to conductor.
BAY OF QUINTE R'Y & NAV. Co.	Stop-over allowed on notice to conductor.
BENNINGTON & RUTLAND R'Y.	Stop-over checks good for 30 days issued upon application to conductor.
BLUE MOUNTAIN & RAQUETTE LAKE STEAMBOAT CO.	Stop-over allowed at any landing on notice to captain.
BOSTON & ALBANY R. R.	Stop-over allowed for 10 days on notice to conductor.
BOSTON & MAINE R. R.	Stop-over for 10 days allowed at any station (except between Ware, Concord, Wilmington, Stoneham, Salem, Marblehead or Reading and Boston), on notice to conductor.
CANADA ATLANTIC R'Y.	Stop-over allowed on notice to conductor.
CANADIAN PACIFIC R'Y.	Stop-over allowed on notice to conductor.
CATSKILL MOUNTAIN R'Y.	Stop-over allowed at any station on notice to conductor.
CENTRAL VERMONT R. R.	Stop-over allowed at any station on notice to conductor.
CENTRAL R. R. OF NEW JERSEY	Stop-over allowed on notice to conductor, except on New York & Long Branch R. R.
CENTRAL NEW ENGLAND & WESTERN R. R.	Stop-over allowed on notice to conductor.
CHAMPLAIN TRANSPORTATION Co. (STEAMER ON LAKE CHAMPLAIN)	Stop-over allowed on notice to purser.
CHATEAUGAY R. R.	Stop-over allowed on notice to conductor.
CHAUTAUQUA LAKE R'Y.	Stop-over allowed on notice to conductor.
CHAUTAUQUA STEAMBOAT COMPANY.	No stop-over allowed.
CHESHIRE R. R.	Stop-over checks good for 30 days issued on notice to conductor.
CONCORD & MONTREAL R. R.	Stop-over allowed at any station on notice to conductor.
CONNECTICUT RIVER R. R.	Stop-over allowed at any station on notice to conductor.
COOPERSTOWN & CHARLOTTE VALLEY R. R.	Stop-over allowed at any station on notice to conductor.
DAY LINE STEAMERS (ON HUDSON RIVER)	Stop-over allowed on notice to purser.
DELAWARE & HUDSON R. R.	Stop-over allowed at any station on notice to conductor.
DELAWARE, LACKAWANNA & WESTERN R. R.	Stop-over allowed at any station on notice to conductor.
DESERONTO NAV. Co.	Stop-over allowed on notice to purser.
DETROIT & CLEVELAND STEAM NAV. Co.	Stop-over allowed at Detroit and St. Clair Springs only.
DUNKIRK, ALLEGHENY VALLEY & PITTSBURGH R. R.	Stop-over allowed at any station on notice to conductor.
ELMIRA, CORTLAND & NORTHERN R. R.	Stop-over allowed for 10 days on notice to conductor.
FALL BROOK R'Y.	Stop-over allowed at any station for 10 days on notice to conductor.
FALL RIVER LINE (OLD COLONY S. B. LINE)	Stop-over allowed at Newport, R. I., in either direction, on notice to purser.
FITCHBURG R. R.	Stop-over allowed on notice to conductor.
GRAND TRUNK R'Y.	Stop-over allowed at any station on notice to conductor.
GREAT NORTHERN TRANSIT Co.	Stop-over of 15 days allowed on notice to purser.
HUDSON RIVER DAY LINE.	Stop-over allowed on notice to purser.
INTERCOLONIAL R'Y.	Stop-over allowed at any station on notice to conductor.
INTERNATIONAL STEAMSHIP LINE (EASTERN SEA-COAST ROUTE)	Stop-over allowed at any landing.
KAATERSKILL R. R.	Stop-over allowed at any station on notice to conductor.
KINGSTON & PEMBROKE R'Y.	Stop-over allowed on notice to conductor.
KNOX & LINCOLN R'Y.	Stop-over allowed on notice to conductor.
LAKE GEORGE STEAMBOAT Co.	Stop-over allowed on notice to purser.
LAKE SHORE & MICHIGAN SOUTHERN R'Y.	One stop-over of 10 days allowed on each division on notice to conductor.
LEBANON SPRINGS R. R.	No stop-over allowed.
LEHIGH VALLEY R. R.	Stop-over allowed at any station on notice to conductor.
MAINE CENTRAL R. R.	Stop-over allowed at any station on notice to conductor, except on excursion tickets which are limited to continuous passage in each direction.
MICHIGAN CENTRAL R. R.	Stop-over allowed.

MOHAWK & MALONE R'Y (A. & ST. LINE).....	Stop-over allowed at any station on notice to conductor.
MONTPELIER & WELLS RIVER R. R.....	Stop-over allowed at any station on notice to conductor.
MT. WASHINGTON R'Y.....	No intermediate stops.
MUSKOKA & GEORGIAN BAY NAVIGATION Co.....	Stop-over allowed.
NAPANEE, TAMWORTH & QUEBEC R'Y.....	Stop-over allowed on notice to conductor.
NEW BEDFORD, MARTHA'S VINEYARD & NANTUCKET S. B. LINE	Stop-over allowed for 10 days on notice to purser.
NEW BRUNSWICK R'Y. (SEE CANADIAN PACIFIC R'Y)	
NEWBURGH, DUTCHESS & CONNECTICUT R. R....	Stop-over allowed for 30 days on notice to conductor.
NEW LONDON NORTHERN R. R. (SEE CENTRAL VERMONT)	
NEW YORK CENTRAL & HUDSON RIVER R. R. ..	Stop-over allowed at any station on notice to conductor.
NEW YORK, LAKE ERIE & WESTERN R. R.....	Stop-over allowed on notice to conductor.
NEW YORK & MASSACHUSETTS R'Y.....	Stop-over on notice to conductor.
NEW YORK & NEW ENGLAND R. R.....	Stop-over allowed on notice to conductor.
NEW YORK, NEW HAVEN & HARTFORD R. R....	One stop-over on each division allowed on notice to conductor.
NEW YORK, PROVIDENCE & BOSTON R. R.....	Stop-over allowed on notice to conductor.
NIAGARA NAVIGATION Co.....	Stop-over allowed on notice to purser.
NORTHERN (N. H.) R. R. (SEE BOSTON & MAINE R. R.)	
NORTH SHORE NAVIGATION Co.....	
NORWICH LINE (NORWICH & N. Y. TRANSPORTATION LINE).....	Steamers make no intermediate landing.
OLD COLONY R. R.....	One stop-over allowed at any station on notice to conductor.
OLD COLONY STEAM-B'T LINE (FALL RIVER LINE)	Stop-over allowed at Newport, R. I., in either direction, on notice to purser.
OTTAWA RIVER NAVIGATION Co.....	Stop-over allowed at Carillon, Grenville, L'Orignal for Caledonia Springs—at other points on notice to purser.
PENNSYLVANIA R. R.....	Stop-over allowed at any station on notice to conductor.
PEOPLE'S (NIGHT) LINE STEAMERS (ON HUDSON RIVER).....	Steamers make no intermediate landing.
PITTSBURGH & LAKE ERIE R. R.....	One stop-over allowed on notice to conductor.
PHILADELPHIA & READING R. R.....	Stop-over allowed at any station on notice to conductor.
PORTLAND, MT. DESERT & MACHIAS STEAMBOAT LINE.....	Stop-over allowed at any landing on notice to conductor.
PORTLAND & ROCHESTER R. R.....	Stop-over allowed at any station on notice to conductor.
PORTLAND STEAM PACKET LINE.....	Steamers make no intermediate landings.
PROFILE & FRANCONIA NOTCH R. R.....	Stop-over allowed at any station on notice to conductor.
PROVIDENCE LINE.....	Steamers make no intermediate landing.
PROVIDENCE & WORCESTER R. R. (SEE NEW YORK, PROVIDENCE & BOSTON)	
QUEBEC CENTRAL R'Y.....	Stop-over allowed on through tickets reading between Quebec and Sherbroke on notice to conductor.
QUEBEC & LAKE ST. JOHN R'Y.....	Stop-over allowed on notice to conductor.
QUEBEC, MONTMORENCY & CHARLEVOIX R'Y.....	No stop-over privileges.
RICHELIEU & ONTARIO NAVIGATION Co.....	Stop-over allowed on notice to purser.
ROME, WATERTOWN & OGDENSBURG R. R.....	Stop-over checks allowed on notice to conductor.
ST. JOHNSBURY & LAKE CHAMPLAIN R. R.....	Stop-over allowed on notice to conductor.
ST. LAWRENCE RIVER S. B. Co.....	Stop-over allowed at any landing on notice to purser.
SCHROON LAKE STEAMBOAT LINE.....	Stop-over allowed on notice to captain.
STEAMERS ON MOOSEHEAD LAKE.....	No stop-over privileges.
STEAMERS ON CAYUGA LAKE (CAYUGA LAKE STEAMBOAT)....	Stop-over allowed at any landing on notice to captain.
STEAMERS ON SENECA LAKE (SENECA LAKE S. N. LINE)....	Stop-over allowed at all landings.
STONINGTON LINE (PROVIDENCE & STONINGTON S. S. LINE)....	Steamers make no intermediate landings.
STONY CLOVE & CATSKILL MOUNTAIN R. R.....	Stop-over allowed at any station on notice to conductor.
THOUSAND ISLAND STEAMBOAT Co.....	Stop-over allowed for 30 days.
ULSTER & DELAWARE R. R.....	Stop-over allowed at any station on notice to conductor.
VERMONT VALLEY R. R.....	Stop-over allowed at any station on notice to conductor.
WESTERN NEW YORK & PENNSYLVANIA R. R....	One stop-over allowed on notice to conductor.
WEST SHORE R. R.....	Stop-over allowed at any station on notice to conductor.
WHITEFIELD & JEFFERSON R. R. (SEE CONCORD & MONTREAL R. R.)	

ADIRONDACK MOUNTAINS.

Ausable Chasm, N. Y.

To Ausable Chasm and Return to New York—Excursion 658.

(Via Saratoga and Port Kent.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Port Kent.
 Keeseville, Ausable Chasm & Lake Champlain Railroad.....to Ausable Chasm.
 (Returning over same route.)

RATE from New York.....\$14.50.

Ausable Station, N. Y.

To Ausable Station and Return to New York—Excursion 337.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Ausable Station.
 (Returning over same route.)

RATE from New York.....\$15.85.

Bloomingdale (Village), N. Y.

To Bloomingdale (Village) and Return—Excursion 1082.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Paul Smith's (Station).
 Robeson's Carriage Line.....to Bloomingdale (Village).
 (Returning over same route.)

RATES.—From New York....\$16.90, From Albany and Troy....\$10.90.

Blue Mountain Lake, N. Y.

To Blue Mountain Lake and Return to New York—Excursion 187.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railroad.....to North Creek.
 Adirondack Stage Co., Limited.to Blue Mountain Lake.
 (Returning over same route.)

RATE from New York.....\$17.00.

Chester, N. Y.

To Chester and Return to New York—Excursion 459.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to Riverside.
 Stage.....to Chester.
 (Returning over same route.)

RATE from New York.....\$12.00.

Childwold (Station), N. Y.

To Childwold (Station) and Return—Excursion 1068.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Childwold (Station).
 (Returning over same route.)

RATES.—From New York....\$14.50, From Albany and Troy... \$8.95.

Childwold Park House, N. Y.*To Childwold Park House and Return.—Excursion 1050.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line.).....to Childwold (Station).
 Ingold's Stage Line.....to Childwold Park House.
 (Returning over same route.)

RATES.—From New York....\$16.50, From Albany and Troy....\$10.95.

Elizabethtown, N. Y.*To Elizabethtown and Return to New York.—Excursion 78.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Westport.
 Kellogg's Stage Line.....to Elizabethtown.
 (Returning over same route.)

RATE from New York.....\$14.50.

Forked Lake Carry, N. Y.*To Forked Lake Carry and Return to New York.—Excursion 79.*

(Going and returning via Saratoga and Blue Mountain Lake.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to North Creek.
 Adirondack Stage Co., Limited.....to Blue Mountain Lake.
 Blue Mountain & Raquette Lake Steamboat Line.....to Forked Lake Carry.
 (Returning over same route.)

RATE from New York.....\$20.50.

Fulton Chain, N. Y.*To Fulton Chain and Return.—Excursion 885.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line.).....to Fulton Chain.
 (Returning over same route.)

RATES.—From New York... \$11.90, From Albany and Troy . \$6.35.

Hadley (Luzerne), N. Y.*To Hadley (Luzerne) and Return to New York.—Excursion 460.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to Hadley (Luzerne).
 (Returning over same route.)

RATE from New York.....\$8.80.

Hinckley, N. Y.*To Hinckley and Return.—Excursion 1051.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line.).....to Hinckley.
 (Returning over same route.)

RATES.—From New York....\$10.30, From Albany and Troy....\$4.75.

Honnedaga, N. Y.*To Honnedaga and Return.—Excursion 1052.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Honnedaga.
 (Returning over same route.)

RATES.—From New York....\$10.50, From Albany and Troy....\$4.95.

Horseshoe Pond, N. Y.*To Horseshoe Pond and Return.—Excursion 1074.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Horseshoe Pond.
 (Returning over same route.)

RATES.—From New York....\$14.15, From Albany and Troy....\$8.60.

Hotel Algonquin, N. Y.

(See "side trips.")

To Hotel Algonquin and Return.—Excursion 1053.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Lake.
 Harding's Carriage Line.....to Hotel Algonquin.
 (Returning over same route.)

RATES.—From New York \$16.75, From Albany and Troy....\$10.75.

Hotel Ampersand, N. Y.

(See "side trips.")

To Hotel Ampersand and Return.—Excursion 1072.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Lake.
 Ampersand Carriage Line.....to Hotel Ampersand.
 (Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$10.75.

Hotel Wawbeek, N. Y.*To Hotel Wawbeek and Return.—Excursion 1054.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Hotel Wawbeek.
 (Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$12.00.

Keene Valley, N. Y.*To Keene Valley and Return to New York.—Excursion 817.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Westport.
 Kellogg's Stage Line.....to Elizabethtown.
 Beede's Stage Line.....to Keene Valley.
 (Returning over same route.)

RATE from New York.....\$17.50.

Lake Clear, N. Y.*To Lake Clear and Return.—Excursion 1055.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Lake Clear.
 (Returning over same route.)

RATES.—From New York....\$15.90, From Albany and Troy....\$10.00.

Lake Placid, N. Y.*To Lake Placid and Return.—Excursion 1056.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Lake.
 *O'Brian's Stage Line (see foot note).....to Lake Placid.
 (Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$11.75.

To Lake Placid and Return to New York.—Excursion 447.

(Going and returning via Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroad.....to Saranac Lake.
 *O'Brian's Stage Line (see foot note).....to Lake Placid.
 (Returning over same route.)

RATE from New York.....\$17.75..

To Lake Placid and Return to New York.—Excursion 448.

(Going via Lake George ; returning direct via Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Caldwell.
 Lake George Steamer.....to Baldwin.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroad.....to Saranac Lake.
 *O'Brian's Stage Line (see foot note).....to Lake Placid.
 *O'Brian's Stage Line (see foot note).....to Saranac Lake.
 Chateaugay Railroad.....to Plattsburg.
 Delaware & Hudson Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York\$19.25.

To Lake Placid and Return to New York.—Excursion 449.

(Going direct via Plattsburgh ; returning via Lake George.)

Route reverse of Excursion 448, shown above.

RATE from New York.....\$19.25.

Loon Lake (Station), N. Y.*To Loon Lake (Station) and Return.—Excursion 1057.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Loon Lake (Station).
 (Returning over same route.)

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.

* *The Saranac Lake & Lake Placid Railroad is in course of construction from Saranac Lake to Lake Placid. If finished in time for this season's business, arrangements will be made whereby passengers holding stage coupons will be carried by rail if desired.*

Loon Lake House, N. Y.*To Loon Lake House and Return.—Excursion 1058.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Loon Lake (Station).
 Chase's Stage Line.....to Loon Lake House.

(Returning over same route.)

RATES.—From New York....\$17.25, From Albany and Troy....\$11.25.

Loon Lake House and Return to New York.—Excursion 395.

(Via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad...to Troy.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroad.....to Loon Lake Station.
 Chase's Stage Line.....to Loon Lake House.

(Returning over same route.)

RATE from New York.....\$17.25.

Loon Lake House and Return to New York.—Excursion 396.

(Going via Saratoga and Lake George, returning all rail via Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Caldwell.
 Lake George Steamer.....to Baldwin.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroad.....to Loon Lake Station.
 Chase's Stage Line.....to Loon Lake House.
 Chase's Stage Line.....to Loon Lake Station.
 Chateaugay Railroad.....to Plattsburgh.
 Delaware & Hudson Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$18.75.

Loon Lake House and Return to New York.—Excursion 397.

(Going all rail via Plattsburgh, returning via Lake George and Saratoga.)

Route reverse of Excursion 396, shown above.

RATE from New York.....\$18.75.

Mountain View, N. Y.*To Mountain View and Return.—Excursion 1083.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Mountain View.

(Returning over same route.)

RATES.—From New York....\$16.70, From Albany and Troy....\$10.70.

North Creek, N. Y.*To North Creek and Return to New York.—Excursion 461.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Adirondack Railway.....to North Creek.

(Returning over same route.)

RATE from New York.....\$11.00,

North River, N. Y.*To North River and Return to New York.—Excursion 462.*

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Adirondack Railway.....	to North Creek.
Adirondack Stage Company	to North River.

(Returning over same route.)

RATE from New York.....\$12.00.

Paul Smith's (Station), N. Y.*To Paul Smith's (Station) and Return.—Excursion 1060.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone R'y (A. & St. L. Line)	to Paul Smith's (Station).

(Returning over same route.)

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.

Paul Smith's (Hotel), N. Y.*To Paul Smith's (Hotel) and Return.—Excursion 1061.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.	to Herkimer.
Mohawk & Malone R'y (A. & St. L. Line)	to Paul Smith's (Station).
Paul Smith's Stage Line.....	to Paul Smith's (Hotel).

(Returning over same route.)

RATES.—From New York....\$17.25, From Albany and Troy....\$11.25.

To Paul Smith's (Hotel) and Return to New York.—Excursion 450.

New York Central & Hudson River Railroad.	to Troy.
Delaware & Hudson Railroad.....	to Plattsburgh.
Chateaugay Railroad.....	to Bloomingdale.
Paul Smith's Stage Line	to Paul Smith's (Hotel).

(Returning over same route.)

RATE from New York.....\$17.25.

To Paul Smith's (Hotel) and Return to New York.—Excursion 451.

(Going via Lake George, returning all rail via Plattsburgh.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad	to Plattsburgh.
Chateaugay Railroad	to Bloomingdale.
Paul Smith's Stage Line	to Paul Smith's (Hotel).
Paul Smith's Stage Line.....	to Bloomingdale.
Chateaugay Railroad.....	to Plattsburgh.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York

.....\$18.75.

To Paul Smith's (Hotel) and Return to New York.—Excursion 452.

(Going all rail via Plattsburgh, returning via Lake George.)

Route reverse of Excursion 451, shown above.

RATE from New York.....\$18.75.

Port Kent, N. Y.

To Port Kent, N. Y., and Return to New York.—Excursion 335.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Port Kent.

(Returning over same route.)

RATE from New York.....\$14.00.

Plattsburgh, N. Y.*To Plattsburgh, N. Y., and Return to New York.—Excursion 336.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Plattsburgh.
 (Returning over same route.)

RATE from New York....\$14.75.

Prospect, N. Y.*To Prospect and Return.—Excursion 1076.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Prospect.
 (Returning over same route.)

RATES.—From New York....\$10.15, From Albany and Troy ...\$4.60.

Rainbow Lake, N. Y.*To Rainbow Lake and Return.—Excursion 1075.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line)to Rainbow Lake.
 (Returning over same route.)

RATES.—From New York....\$16.00, From Albany and Troy,....\$10.00.

To Rainbow and Return to New York.—Excursion 470.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Plattsburgh.
 Chateaugay Railroadto Rainbow.
 (Returning over same route.)

RATE from New York.....\$16.00.

Raquette Lake, N. Y.*To Raquette Lake and Return to New York.—Excursion 380.*

(Going and returning via Saratoga and Blue Mountain Lake.)

New York Central & Hudson River Railroadto Troy.
 Delaware & Hudson Railroadto Saratoga.
 Adirondack Railwayto North Creek.
 Adirondack Stage Company.....to Blue Mountain Lake.
 Blue Mountain Lake and Raquette Lake Steamboat Lineto Raquette Lake.
 (Returning over same route)

RATE from New York.....\$19.50.

Riverside, N. Y.*To Riverside, N. Y., and Return to New York.—Excursion 339.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Saratoga.
 Adirondack Railway.....to Riverside.
 (Returning over same route.)

RATE from New York.....\$10.50.

Rustic Lodge, N. Y.*To Rustic Lodge and Return.—Excursion 1054.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroadto Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Rustic Lodge.
 (Returning over same route.)

RATES.—From New York....\$17 75. From Albany and Troy...\$12.00.

Saranac Club, N. Y.*To Saranac Club and Return.—Excursion 1054.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Saranac Club.

(Returning over same route.)

RATES.—From New York....\$17.75, From Albany and Troy....\$12.00.

Saranac Inn (Station), N. Y.*To Saranac Inn (Station) and Return.—Excursion 1062.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Inn (Station).
 (Returning over same route.)

RATES.—From New York....\$15.75, From Albany and Troy....\$10.00.

Saranac Inn (Hotel), N. Y.*To Saranac Inn (Hotel), and Return.—Excursion 1063.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 (Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$11.00.

Saranac Lake, N. Y.*To Saranac Lake and Return.—Excursion 1064.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone R'y (A. & St. L. Line).....to Saranac Lake.
 (Returning over same route.)

RATES.—From New York....\$16.00, From Albany and Troy....\$10.00.

To Saranac Lake, N. Y., and Return to New York.—Excursion 453.

(Via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroad.....to Saranac Lake.
 (Returning over same route.)

RATE from New York.....\$16.00.

To Saranac Lake and Return to New York.—Excursion 454.

(Going via Saratoga and Lake George, returning all rail via Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Caldwell.
 Lake George Steamer.....to Baldwin.
 Delaware & Hudson Railroad.....to Plattsburgh.
 Chateaugay Railroad.....to Saranac Lake.
 Chateaugay Railroad.....to Plattsburgh.
 Delaware & Hudson Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$17.50.

To Saranac Lake and Return to New York.—Excursion 455.

(Going all rail via Plattsburgh, returning via Lake George and Saratoga.

Route reverse of Excursion 454, shown on preceding page.

RATE from New York.....\$17.50.

Saranac Lake House, N. Y.

(See "side trips.")

To Saranac Lake House and Return.—Excursion 1073.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.

Mohawk & Malone Railway (A. & St. L. Line)to Saranac Lake.

Miller's Carriage Lineto Saranac Lake House.

(Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$10.75.

Schroon Lake, N. Y.*To Schroon Lake, N. Y., and Return to New York.—Excursion 186.*

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroadto Saratoga.

Adirondack Railwayto Riverside.

Leavitt's Stagesto Pottersville.

Schroon Lake Steamersto Schroon Lake.

(Returning over same route.)

RATE from New York.....\$14.00.

Tupper Lake Junction, N. Y.*To Tupper Lake Junction and Return.—Excursion 1066.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.

Mohawk & Malone Railway (A. & St. L. Line)to Tupper Lake Junction.

(Returning over same route.)

RATES.—From New York.....\$14.90, From Albany and Troy....\$9.35.

Westport, N. Y.*To Westport, N. Y., and Return to New York.—Excursion 334.*

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Westport.

(Returning over same route.)

RATE from New York.....\$12.45.

White Lake, N. Y.*To White Lake and Return.—Excursion 1067.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroadto Herkimer.

Mohawk & Malone Railway (A. & St. L. Line) ...to White Lake.

(Returning over same route.)

RATES.—From New York....\$11.10, From Albany and Troy....\$5.53.

Alburgh Springs, N. Y.*To Alburgh Springs and Return to New York.—Excursion 154.*

(Via Rutland, Burlington & St. Albans.)

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railwayto Rutland.

Central Vermont Railroadto Alburgh Springs.

(Returning over same route.)

RATE from New York ... \$14.90.

To Alburgh Springs and Return to New York.—Excursion 155

(Via Saratoga and Rutland.)

New York Central & Hudson River Railroad.to Troy.
 Delaware & Hudson Railroad.to Saratoga.
 Delaware & Hudson Railroad.to Rutland.
 Central Vermont Railroadto Alburgh Springs.
 (Returning over same route.)

RATE from New York.....\$14.90.

Ballston, N. Y.*To Ballston, N. Y., and Return to New York.—Excursion 478.*

New York Central & Hudson River Railroad.to Troy.
 Delaware & Hudson Railroad.to Ballston.
 (Returning over same route.)

RATE from New York.....\$7.05.

Bennington, Vt.*To Bennington, Vt., and Return to New York.—Excursion 463.*

New York Central & Hudson River Railroad.to Troy.
 Fitchburg Railroad.to White Creek.
 Bennington & Rutland Railwayto Bennington.
 (Returning over same route.)

RATE from New York.....\$7.40.

Berkshire Hills, Mass.

New York Central & Hudson River Railroad (Harlem Division).....to Chatham.
 Boston & Albany Railroad.....to destination.
 (Returning over same route.)

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Adams, Mass.	\$6.15	Maple Grove, Mass.	\$6.10
Berkshire, Mass.	5.80	Richmond, Mass.	5.25
Cheshire, Mass.	6.00	Shaker's Village, Mass.	5.40
Coltsville, Mass.	5.70	State Line, Mass.	5.10

 Above tickets are good only for a continuous passage in each direction, to be used within 30 days from date of sale.

Bluff Point, N. Y.*To Bluff Point, N. Y. (Hotel Champlain), and Return to New York.—Excursion 599.*

(Via Saratoga.)

New York Central & Hudson River Railroad.to Troy.
 Delaware & Hudson Railroad.to Bluff Point.
 (Returning over same route.)

RATE from New York\$14.35.

To Bluff Point, N. Y. (Hotel Champlain), and Return to New York.—Excursion 600.

(Going via Lake George, returning via Saratoga and all rail.)

New York Central & Hudson River Railroad.to Troy.
 Delaware & Hudson Railroad.to Caldwell.
 Lake George Steamer.to Baldwin.
 Delaware & Hudson Railroad.to Bluff Point.
 Delaware & Hudson Railroad.to Troy.
 New York Central & Hudson River Railroadto New York.

RATE from New York.....\$15.85.


Brockville, Ont.*To Brockville, Ont., and Return.—Excursion 715.*

(Continuous passage.)

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.	to Morristown.
Ferry	to Brockville.

(Returning over same route.)

RATES.—From New York....\$15.00, From Albany and Troy....\$10.00.

 Above ticket is limited to continuous passage in each direction, with extreme limit of October 31, 1893.

Burlington, Vt.*To Burlington.—Excursion 3.*

(Via Saratoga, Lake George and Lake Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer	to Burlington.

RATE from New York.....\$9.10.

To Burlington and Return to New York.—Excursion 4.

(Via Saratoga, Lake George and Lake Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer	to Burlington.
Lake Champlain Steamer	to Fort Ticonderoga.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad	to New York.

RATE from New York.....\$14.70.

To Burlington and Return to New York.—Excursion 410.

(Via all rail.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway	to Rutland.
Central Vermont Railroad.....	to Burlington.

(Returning over same route.)

RATE from New York.....\$13.00.

To Burlington and Return to New York.—Excursion 411.

(Going via Saratoga and Lakes George and Champlain, returning via all rail.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.. ..	to Caldwell.
Lake George Steamer	to Baldwin.
Delaware & Hudson Railroad.. ..	to Fort Ticonderoga.
Lake Champlain Steamer.....	to Burlington.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$16.00.

To Burlington and Return to New York.—Excursion 412.

(Going via all rail, returning via Lakes Champlain and George, and Saratoga.)

(Route reverse of excursion 411, shown on preceding page.)

RATE from New York.....\$16.00.

To Burlington and Return to New York.—Excursion 471.

(Going and returning via Saratoga and Lake Champlain.)

New York Central & Hudson River Railroad..... to Troy.

Delaware & Hudson Railroad..... to Fort Ticonderoga.

Lake Champlain Steamer..... to Burlington.

(Returning over same route.)

RATE from New York.....\$13.00.

To Burlington and Return to New York.—Excursion 472.

(Going and Returning via Saratoga and Rutland.)

New York Central & Hudson River Railroad..... to Troy.

Delaware & Hudson Railroad..... to Rutland.

Central Vermont Railroad..... to Burlington.

(Returning over same route.)

RATE from New York..... \$13.00.

Milton, Vt. (Camp Watson).*To Milton, Vt., and Return to New York.—Excursion 488.*

New York Central & Hudson River Railroad..... to Troy.

Fitchburg Railroad..... to White Creek.

Bennington & Rutland Railway..... to Rutland.

Central Vermont Railroad..... to Milton.

(Returning over same route.)

RATE from New York.....\$13.60.

To Milton, Vt., and Return to New York.—Excursion 489.

New York Central & Hudson River Railroad..... to Troy.

Delaware & Hudson Railroad..... to Rutland.

Central Vermont Railroad..... to Milton.

(Returning over same route.)

RATE from New York.....\$12.60.

Carleton Island, N. Y.*To Carleton Island, N. Y., and Return.—Excursion 707.*

New York Central & Hudson River Railroad..... to Utica.

Rome, Watertown & Ogdensburg Railroad..... to Cape Vincent.

Steamer..... to Carleton Island.

(Returning over same route.)

RATES.—From New York....\$16 00, From Albany or Troy (con. passage) .. \$9.75.

Cassadaga Lake, N. Y.*To Cassadaga Lake (Lily Dale) and Return.—Excursion 750.*

New York Central & Hudson River Railroad..... to Buffalo.

Lake Shore & Michigan Southern Railway..... to Dunkirk.

Dunkirk, Allegheny Valley & Pittsburg Railroad..... to Lily Dale.

(Returning over same route.)

RATES.—From New York....\$19.15, From Albany or Troy.....\$13.65.


Catskill Mountains, N. Y.

Going via Rhinebeck, Ulster and Delaware, Stony Clove and Kaaterskill Railroads, and returning over same route.

EXCURSION RATES.			EXCURSION RATES.		
DESTINATION.	From	From	DESTINATION.	From	From
	New York.	Albany.		New York.	Albany.
Arkville.....	\$6.00	\$5.10	Kaaterskill Junction.....	\$6.80	\$5.90
Big Indian.....	5.30	4.40	Lanesville.....	5.50	4.60
Bloomville.....	8.35	7.45	Laurel House Station ..	8.10	7.20
Broadhead's Bridge.....	4.20	3.30	Mt. Pleasant..	4.55	3.65
Brown's Station.	4.05	3.15	Olive Branch.....	3.95	3.05
Chichester.....	4.90	4.00	Phoenicia (for Tremper House)	4.75	3.85
Edgewood.....	5.90	5.00	Pine Hill.....	5.55	4.65
Fox Hollow.....	5.00	4.10	Roxbury.....	6.65	5.75
Grand Gorge.....	7.05	6.15	Shandaken.....	5.10	4.20
Grand Hotel Station	5.60	4.70	Shokan.....	4.20	3.30
Griffin's Corners (Fleischman's)	5.75	4.85	SoKortright	8.05	7.15
Haines' Falls.....	7.70	6.80	Stamford	7.55	6.65
Halcottville.....	6.30	5.40	Tannersville.....	7.30	6.40
Hobart.....	7.80	6.90	West Hurley (for Overlook Mt.		
Hunter.....	6.80	5.90	House)	3.75	2.85
Kaaterskill (for Hotel Kaaters-					
kill)	8.30	7.40			

Going via Catskill Station, Catskill Mountain R. R., and Otis Elevating Railway, returning over same route.

EXCURSION RATES.			EXCURSION RATES.		
DESTINATION.	From	From	DESTINATION.	From	From
	New York.	Albany.		New York.	Albany.
Cairo	\$5.75	\$3.50	Otis Junction	\$5.75	\$3.50
Catskill Mountain Station..	7.15	4.90	Palenville(for Hotel Kaaterskill)	5.75	3.50
Lawrenceville	5.75	3.50	South Cairo.....	4.95	2.70
Leeds	4.55	2.30			

 *From June to September inclusive, Stages will run from Cairo Station (connecting with trains on the Catskill Mountain R. R.) for the following points: Acra, South Durham, East Windham, Union Society, Hensonville, Windham, Ashland, Prattsville, Freehold, East Durham, Oak Hill, Durham, Cooksburgh, Potter's Hollow, Preston Hollow.*

Grand Tour of the Catskill Mountains.

(See foot note.)

Going via Rhinebeck, returning via Catskill.—Excursion 1090.

New York Central & Hudson River Railroad.....	to Rhinebeck.
Ferry	to Rondout.
Ulster & Delaware Railroad.....	to Phoenicia.
Stony Clove & Catskill Mountain Railroad.....	to Kaaterskill Junc.
Kaaterskill Railroad.....	to Catskill Mountain Sta.
Otis Elevating Railway.....	to Otis Junction.
Catskill Mountain Railway.....	to Catskill Landing.
Ferry	to Catskill Station.
New York Central & Hudson River Railroad.....	to starting point.

RATES.—From New York....\$8.45, From Albany....\$6.45.

Going via Catskill, returning via Rhinebeck.—Excursion 1091.

(Route reverse of excursion 1090, shown above.)

RATES.—From New York....\$8.45, From Albany....\$6.45.

NOTE.—Excursions 1090 and 1091 shown above, must not be sold until receipt of advice that the proposed extension of the Kaaterskill Railroad from Kaaterskill to Catskill Mountain Station (one mile) is completed.

Cayuga Lake, N. Y.*Cayuga N. Y., and Return.—Local Excursion.*

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$13.60, From Albany and Troy....\$7.40.

Cazenovia Lake, N. Y.*Cazenovia, N. Y., and Return.—Excursion 479.*

New York Central & Hudson River Railroad.....to Canastota.

Elmira, Cortland & Northern Railroad.....to Cazenovia.

(Returning over same route.)

RATES.—From New York....\$11.75, From Albany and Troy... \$6.00.

Chautauqua Lake, N. Y.*To Jamestown and Return.—Excursion 617.*

New York Central & Hudson River Railroad.....to Buffalo.

Western New York & Pennsylvania Railroadto Mayville.

Chautauqua Lake Railway.....to Jamestown.

(Returning over same route.)

RATES.—From New York . \$18.50, From Albany and Troy ... \$13.50.

*✂ A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.**To Chautauqua, N. Y., and Return.—Excursion 655.*

New York Central & Hudson River Railroad.....to Buffalo.

Western New York & Pennsylvania Railroadto Mayville.

Chautauqua Lake Railway.....to Chautauqua.

(Returning over same route.)

RATES.—From New York....\$18.50, From Albany and Troy... \$13.75.

*✂ A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.**To Mayville, N. Y., and Return.—Excursion 196.*

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Buffalo.

Western New York & Pennsylvania Railroadto Mayville and Corry.

Pennsylvania Railroad.....to New York.

RATE FROM New York.....\$23.00.

To Mayville, N. Y., and Return.—Excursion 785.

(Going direct, returning via Oil Region, Pittsburgh and Philadelphia.)

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Buffalo.

Western New York & Pennsylvania Railroadto Stoneboro.

Lake Shore & Michigan Southern Railway...to New Castle.

Pittsburg & Lake Erie Railroad.....to Pittsburg.

Pennsylvania Railroad.....to New York.

RATE FROM New York.....\$25.50.

To Mayville, N. Y., and Return.—Excursion 198.

(Via Brocton and Chautauqua Lake.)

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Buffalo.

Western New York & Pennsylvania Railroad.....to Mayville.

Western New York & Pennsylvania Railroad.....to Buffalo


New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$19.00, From Albany and Troy ... \$14.50.

To Mayville, N. Y., and Return.—Excursion 203.

New York Central & Hudson River Railroad.....to Buffalo.
 Western New York & Pennsylvania Railroad.....to Mayville.
 (Returning over same route.)


RATES.—From New York....\$18.50, From Albany and Troy....\$13.50.

 *A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.*

To Jamestown and Return.—Excursion 842.

New York Central & Hudson River Railroad.....to Buffalo.
 Lake Shore & Michigan Southern Railway.....to Dunkirk.
 Dunkirk, Allegheny Valley & Pittsburg Railroad.....to Falconer.
 Jamestown Electric Street Railway.....to Jamestown.
 (Returning over same route.)


RATES.—From New York....\$18.50, From Albany and Troy....\$13.50.

 *A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.*

To Lakewood and Return.—Excursion 843.

New York Central & Hudson River Railroad.....to Buffalo.
 Lake Shore & Michigan Southern Railway.....to Dunkirk.
 Dunkirk, Allegheny Valley & Pittsburg Railroad.....to Falconer.
 Jamestown Electric Street Railway.....to Lakewood.
 (Returning over same route.)


RATES.—From New York....\$18.50, From Albany and Troy....\$13.50.

 *A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.*

To any point on Chautauqua Lake and Return.—Excursion 844.

New York Central & Hudson River Railroad.....to Buffalo.
 Lake Shore & Michigan Southern Railway.....to Dunkirk.
 Dunkirk, Allegheny Valley & Pittsburg Railroad.....to Falconer.
 Jamestown Electric Street Railway.....to Jamestown.
 Chautauqua Lake Steamboat Company.....to any point on the Lake.
 (Returning over same route.)

RATES.—From New York....\$18.50, From Albany and Troy....\$13.75.

 *A Special Excursion Ticket, good only for a continuous passage in each direction, will be sold, covering above route, at rate of \$17.00 from New York.*

Chittenango Falls, N. Y.*To Chittenango Falls and Return.—Excursion 480.*

New York Central & Hudson River Railroad.....to Canastota.
 Elmira, Cortland & Northern Railroad.....to Chittenango Falls.
 (Returning over same route.)

RATES.—From New York ... \$11.70, From Albany and Troy....\$5.75.

Chittenango Springs, N. Y.*To Chittenango, N. Y., and Return.—Local Excursion.*

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$11.55, From Albany and Troy....\$5.36.

Clarendon Springs, Vt. (Castleton).*To Castleton and Return to New York.—Excursion 232.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Castleton.
 (Returning over same route.)

RATE from New York.....\$10.00.

Columbia Springs, N. Y.*To Hudson, N. Y., and Return to New York.—Local Excursion.*

(Going and returning via New York Central & Hudson River Railroad.)

RATE from New York.....\$4.55.

Cooperstown, N. Y.*To Cooperstown, N. Y., and Return to New York.—Excursion 331.*

New York Central & Hudson River Railroadto Albany.
 Delaware & Hudson Railroadto C. & C. V. Junction.
 Cooperstown & Charlotte Valley Railroad.....to Cooperstown.
 (Returning over same route.)

RATE from New York.....\$11.15.

To Cooperstown and Return to New York.—Excursion 119.

(Via Albany, returning via Otsego Lake and Richfield Springs.)

New York Central & Hudson River Railroad.....to Albany.
 Delaware & Hudson Railroadto C. & C. V. Junction.
 Cooperstown & Charlotte Valley Railroad.....to Cooperstown.
 Otsego Lake Steamer and Stageto Richfield Springs.
 Delaware, Lackawanna & Western Railroad.....to Utica.
 New York Central & Hudson River Railroadto New York.

RATE from New York.....\$12.75.

To Cooperstown and Return to New York.—Excursion 120.

(Via Richfield Springs and Otsego Lake, returning via Albany.)

New York Central & Hudson River Railroad.....to Utica.
 Delaware, Lackawanna & Western Railroad.....to Richfield Springs.
 Stage and Otsego Lake Steamerto Cooperstown.
 Cooperstown & Charlotte Valley Railroadto C. & C. V. Junction.
 Delaware & Hudson Railroadto Albany.
 New York Central & Hudson River Railroadto New York.

RATE from New York.....\$12.75.

Elmira, N. Y.*To Elmira and Return.—Excursion 548.*

(Via Cazenovia, Cortland and Ithaca, returning via Watkins and Geneva.)

New York Central & Hudson River Railroadto Canastota.
 Elmira, Cortland & Northern Railroadto Elmira.
 Northern Central Railroadto Watkins.
 Fall Brook Railwayto Geneva.
 New York Central & Hudson River R. R. (via Auburn or via Lyons) .to New York.

RATES.—From New York....\$12.65, From Albany and Troy....\$9.70.

To Elmira and Return.—Excursion 549.

(Via Seneca Lake Steamers.)

New York Central & Hudson River Railroadto Canastota.
 Elmira, Cortland & Northern Railroad.....to Elmira.
 Northern Central Railroadto Watkins.
 Seneca Lake Steamer.....to Geneva.
 New York Central & Hudson River Railroad.....to New York.

RATES.—From New York....\$12.65, From Albany or Troy....\$9.70.

Fort Edward, N. Y.*To Fort Edward and Return to New York.—Excursion 332.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Fort Edward.
 (Returning over same route.)

RATE from New York...\$8.50.

Glens Falls, N. Y.*To Glens Falls and Return to New York.—Excursion 333.*

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Glens Falls.
(Returning over same route.)	
RATE from New York.....\$8.80.	

Howe's Cave, N. Y.*To Howe's Cave and Return to New York.—Excursion 330.*

New York Central & Hudson River Railroad.....	to Albany.
Delaware & Hudson Railroad.....	to Howe's Cave.
(Returning over same route.)	
RATE from New York.....\$7.80.	

Highgate Springs, Vt.*To Highgate Springs and Return to New York.—Excursion 126.*

(Via Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburgh Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Highgate Springs.
(Returning over same route.)	
RATE from New York.....\$14.85.	

To Highgate Springs and Return to New York.—Excursion 170.

(Via Saratoga, Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Highgate Springs.
(Returning over same route.)	
RATE from New York.....\$14.85.	

Hudson River Valley Points, N. Y.

On the line of the Newburgh, Dutchess & Connecticut R. R.

Going via New York Central & Hudson River R. R. to Dutchess Junction; Newburgh, Dutchess & Connecticut R. R. to destination; returning over same route.

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Bangall, Excursion 670.....	\$3.65	Pine Plains, Excursion 672.....	\$4.00
Hopewell, " 669.....	2.65	Stissing, " 675.....	3.75
La Grange, " 673.....	2.90	Verbank, " 676.....	3.35
Millbrook, " 674.....	3.45		
Moore's Mills, " 671.....	3.15		

On the line of the New York & Massachusetts R'y.

Going via New York Central & Hudson River R. R. to Poughkeepsie; New York & Massachusetts R'y to destination; returning over same route.

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Clinton Corners, Excursion 677.....	\$3.40	Salt Point, Excursion 681.....	\$3.40
Pine Plains, " 678.....	4.00	Stissing, " 682.....	3.75
Pleasant Valley, " 679.....	3.30	Willow Brook, " 924.....	3.60
Standfordville, " 680.....	3.65		

On the line of the Central New England & Western.

Going via New York Central & Hudson River R. R. to Poughkeepsie; Central New England & Western R'y to destination; returning over same route.

RATE FROM N. Y.		RATE FROM N. Y.	
Pine Plains, N. Y., Excursion 683.....	\$4.00	Stanfordville, N. Y., Excursion 684.....	\$3.65

Ithaca, N. Y.*To Ithaca and Return.—Excursion 118.*

(Via Geneva and Taughannock ; returning via Cayuga Lake.)

New York Central & Hudson River Railroad.....	to Geneva.
Lehigh Valley Railroad.....	to Taughannock Falls.
Lehigh Valley Railroad.....	to Ithaca.
Cayuga Lake Steamboat	to Cayuga.
New York Central & Hudson River Railroad.....	to New York.

RATES.—From New York....\$13.50, From Albany and Troy... \$9.90.

To Ithaca and Return.—Excursion 168.

(Via Cazenovia and Cortland ; returning via Cayuga Lake.)

New York Central & Hudson River Railroad	to Canastota.
Elmira, Cortland & Northern Railroad.....	to Ithaca.
Cayuga Lake Steamboat.....	to Cayuga.
New York Central & Hudson River Railroad.....	to New York.

RATES.—From New York....\$11.75, From Albany and Troy....\$8.75.

To Ithaca and Return.—Excursion 169.

(Via Cayuga Lake ; returning via Cortland.)

New York Central & Hudson River Railroad.....	to Cayuga.
Cayuga Lake Steamboat.....	to Ithaca.
Elmira, Cortland & Northern Railroad.....	to Canastota.
New York Central & Hudson River Railroad.....	to New York.

RATES.—From New York....\$11.75, From Albany and Troy....\$8.75.

To Ithaca and Return.—Excursion 422.

(Via Canastota.)

New York Central & Hudson River Railroad.....	to Canastota.
Elmira, Cortland & Northern Railroad.....	to Ithaca.

(Returning over same route.)

RATES.—From New York....\$11.75, From Albany and Troy....\$8.75.

Kingston, Ont.*Excursion ending at Kingston, Ont.—Excursion 358.*

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Grand Trunk Railway or Richelieu & Ontario Navigation Company's Steamer.....	to Kingston.

RATES.—From New York....\$14.85, From Albany and Troy....\$12.50.

To Kingston, Ont., and Return.—Excursion 705.

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Cape Vincent.
St. Lawrence River Steamboat Company.....	to Kingston.

(Returning over same route.)

RATES.—From New York....\$16.75, From Albany and Troy....\$11.30.

Lake Bomoseen, Vermont. (Hydeville, Vt.)*To Hydeville, Vt., and Return to New York.—Excursion 840.*

(Via Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Hydeville.

(Returning over same route.)

RATE FROM New York.....\$10.00.

Lake Dunmore, Vt. (Brandon).*To Brandon and Return to New York.—Excursion 233.*

New York Central & Hudson River Railroadto Troy.
 Delaware & Hudson Railroadto Rutland.
 Central Vermont Railroad.....to Brandon.
 (Returning over same route.)

RATE from New York.....\$10.85.

To Brandon and Return to New York.—Excursion 234.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railwayto Rutland.
 Central Vermont Railroadto Brandon.
 (Returning over same route.)

RATE from New York.....\$10.85.

Lake Edward, P. Q.*Quebec to Lake Edward and Return to Quebec.—Excursion X 841.*

Quebec & Lake St. John RailwayQuebec to Lake Edward.
 Quebec & Lake St. John RailwayLake Edward to Quebec.

RATE from Quebec.....\$4.50.

 Above ticket to be sold only in connection with tickets reading to or passing through Quebec, P. Q.

Lake George, N. Y.*To Lake George and Return to New York.—Excursion 1.*

(Via Saratoga and Caldwell, returning via Ticonderoga and Saratoga.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Caldwell.
 Lake George Steamerto Baldwin.
 Delaware & Hudson Railroadto Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$12.65.

 A Limited Excursion Ticket, good for four days from date of purchase, will be sold, covering above route, at rate of \$10.00 from New York.

To Lake George and Return to New York.—Excursion 2.

(Via Saratoga and Ticonderoga, returning via Caldwell and Saratoga.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Baldwin.
 Lake George Steamerto Caldwell.
 Delaware & Hudson Railroadto Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$12.65.


 A Limited Excursion Ticket, good for four days from date of purchase, will be sold, covering above route, at rate of \$10.00 from New York.

To Caldwell (Lake George) and Return to New York.—Excursion 166.

(Going and returning via Saratoga and Glens Falls.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Caldwell.
 (Returning over same route.)

RATE from New York.....\$10.30.

 During the season a Special Excursion Ticket, covering the above route, will be sold at rate of \$8.50. This ticket will be good ONLY ON SATURDAY, and must be used for return passage to New York ON or BEFORE the MONDAY FOLLOWING.

Points on Lake George.

Going via New York Central & Hudson River Railroad to Troy; Delaware & Hudson Railroad to Caldwell; Lake George Steamboat Company to destination; returning over same route.

DESTINATION.	RATE FROM N. Y.	DESTINATION.	RATE FROM N. Y.
Bolton	\$11.30	Kattskill.....	\$11.30
Fourteen Mile Island.....	11.30	Pearl Point.....	11.30
Green Island (Sagamore Hotel).....	11.30	Trout Pavilion.....	11.30
Hulett's Landing.....	11.90		

Lake Keuka, N. Y.

To Penn Yan, N. Y., and Return.—Excursion 183.

New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad..	to Geneva.
Fall Brook Railway.....	to Penn Yan.
(Returning over same route.)	

RATES.—From New York....\$13.00, From Albany and Troy....\$8.90.

Lake Megantic, P. Q.

To Lake Megantic and Return to New York.—Excursion 579.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to St. John's.
Canadian Pacific Railway.....	to Lake Megantic.
(Returning over same route.)	

RATE from New York\$21.00.

To Lake Megantic and Return to New York.—Excursion 580.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Rutland.
Central Vermont Railroad.....	to St. John's.
Canadian Pacific Railway	to Lake Megantic.
(Returning over same route.)	

RATE from New York.....\$21.00.

Lake Minnewaska, N. Y. (Poughkeepsie).

To Poughkeepsie, N. Y., and Return to New York.—Local Excursion.

(Going and returning via New York Central & Hudson River Railroad.)

RATE from New York.....\$2.90.

Lake Mohonk, N. Y. (Poughkeepsie).

To Poughkeepsie, N. Y., and Return to New York —Local Excursion.

(Going and returning via New York Central & Hudson River Railroad.)

RATE from New York.....\$2.90.

Lake Muskoka, Ont.

To Bracebridge, Ont., and Return.—Excursion 482.

New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer	to Toronto.
Grand Trunk Railway.....	to Muskoka Wharf.
Muskoka & Georgian Bay Navigation Company.....	to Bracebridge.
(Returning over same route.)	

RATES.—From New York....\$23.90, From Albany and Troy....\$18.40.

To Bracebridge, Ont., and Return.—Excursion 483.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Bracebridge.
 (Returning over same route.)

RATES.—From New York....\$23.90. From Albany and Troy....\$18.40.

To Port Cockburn, Ont., and Return.—Excursion 601.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Port Cockburn.
 (Returning over same route.)

RATES.—From New York....\$25.40. From Albany and Troy....\$19.90.

To Port Cockburn, Ont., and Return.—Excursion 602.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Port Cockburn.
 (Returning over same route.)

RATES.—From New York....\$25.40. From Albany and Troy....\$19.90.

To Rosseau, Ont., and Return.—Excursion 603.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Rosseau.
 (Returning over same route.)

RATES.—From New York....\$25.15, From Albany and Troy....\$19.65.

To Rosseau, Ont., and Return.—Excursion 604.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Rosseau.
 (Returning over same route.)

RATES.—From New York....\$25.15, From Albany and Troy....\$19.65.

To Bala, Ont., and Return.—Excursion 605.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Bala.
 (Returning over same route.)

RATES.—From New York....\$24.40, From Albany and Troy....\$18.90.

To Bala, Ont., and Return.—Excursion 606.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Bala.
 (Returning over same route.)

RATES.—From New York....\$24.40, From Albany and Troy....\$18.90.

To Parry Sound, Ont., and Return.—Excursion 1086.

New York Central & Hudson River Railroad.....to Suspension Bridge.
 Grand Trunk Railway.....to Muskoka Wharf.
 Muskoka & Georgian Bay Navigation Company.....to Port Cockburn.
 Stage.....to Parry Sound.
 North Shore Navigation Company.....to Penetanguishene or Midland.
 Grand Trunk Railway.....to Suspension Bridge.
 New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$27.40, From Albany and Troy....\$21.90.

To Parry Sound, Ont., and Return.—Excursion 1087.

New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Grand Trunk Railway.....	to Muskoka Wharf.
Muskoka & Georgian Bay Navigation Company.....	to Port Cockburn.
Stage.....	to Parry Sound.
North Shore Navigation Company.	to Penetanguishene or Midland.
Grand Trunk Railway.....	to Toronto.
Niagara Navigation Company's Steamer.....	to Lewiston.
New York Central & Hudson River Railroad.....	to starting point.

RATES.—From New York....\$27.40, From Albany and Troy....\$21.90.

To Parry Sound, Ont., and Return.—Excursion 1088.

New York Central & Hudson River Railroad.. . . .	to Suspension Bridge.
Grand Trunk Railway.....	to Penetanguishene or Midland.
North Shore Navigation Company	to Parry Sound.

(Returning over same route.)

RATES.—From New York ... \$27.40, From Albany and Troy....\$21.90.

To Parry Sound, Ont., and Return.—Excursion 1089.

New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.	to Toronto.
Grand Trunk Railway.....	to Penetanguishene or Midland.
North Shore Navigation Company.....	to Parry Sound.

(Returning over same route.)

RATES.—From New York....\$27.40, From Albany and Troy....\$21.90.

All Around Muskoka Lakes and Return.—Excursion 611.

New York Central & Hudson River Railroad.....	to Suspension Bridge.
Grand Trunk Railway.....	to Muskoka Wharf.
Muskoka & Georgian Bay Navigation Company... ..	All Around the Lakes.

(Returning over same route.)

RATES.—From New York....\$25.90, From Albany and Troy... \$20.40.

All Around Muskoka Lakes and Return.—Excursion 612.

New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Grand Trunk Railway.....	to Muskoka Wharf.
Muskoka & Georgian Bay Navigation Company.....	All Around the Lakes.

(Returning over same route.)

RATES.—From New York....\$25.90, From Albany and Troy....\$20.40.

Lake St. John, P. Q.*To Roberval, Quebec (on Lake St. John).—Excursion 613.*

Quebec & Lake St. John Railway.....	Quebec to Roberval.
RATE from Quebec.....	\$5.95.

To Roberval, Quebec (on Lake St. John), and Return to Quebec, P. Q.—Excursion 614.

Quebec & Lake St. John Railway.....	Quebec to Roberval.
Quebec & Lake St. John Railway.....	Roberval to Quebec.
RATE from Quebec.....	\$8.00.

 Above tickets to be sold only in connection with tickets reading to, or passing through, Quebec, P. Q.

Lebanon Springs, N. Y.*To Lebanon Springs and Return to New York.—Form 604 R.*

(Via Hudson and Chatham.)

New York Central & Hudson River Railroad.....	to Hudson.
Boston & Albany Railroad	to Chatham.
Lebanon Springs Railroad.....	to Lebanon Springs.

(Returning over same route.)

RATE from New York.....\$6.00.

To Lebanon Springs and Return to New York.—Form 5 E. R.


(Via Harlem Division.)

New York Central & Hudson River Railroad (Harlem Division).....to Chatham.

Lebanon Springs Railroad.....to Lebanon Springs.

(Returning over same route.)

RATE from New York.....\$6.00.

 *A Limited Ticket, good only for a continuous passage in each direction, within 30 days from date of sale, will be sold, covering above route, at rate of \$5.60.*

The Litchfield Hills, Conn.

On the line of the Central New England & Western R. R.

Going via New York Central & Hudson River R. R. (Harlem Division), to Millerton, Mt. Riga, or Boston Corners, thence Central New England & Western R. R. to destination; returning over same route.

DESTINATION.	Rate from N. Y.	DESTINATION.	Rate from N. Y.
Canaan, Ct., Excursion 724.....	\$4.30	Salisbury, Ct., Excursion 726.....	\$4.00
Chapinville, Ct. " 725.....	4.15	State Line, N. Y. " 729.....	3.90
East Canaan, Ct. " 723.....	4.50	West Norfolk, Ct. " 722.....	4.65
Lakeville, Ct. " 727.....	4.00	West Winsted, Ct. " 720.....	5.00
Norfolk, Ct. " 721.....	4.75	Winsted, Ct. " 719.....	5.00
Ore Hill, Ct. " 728.....	3.90		

 *Above tickets are good only for a continuous passage in each direction; extreme limit October 31, 1893.*

Mackinac Island, Mich.*To Mackinac Island and Return to New York.—Excursion 224.*

(Via Albany, Rochester, Niagara Falls, Cleveland and Steamer.)

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad.....to Buffalo.

Lake Shore & Michigan Southern Railway.....to Cleveland.

Detroit & Cleveland Steam Navigation Co.....to Mackinac Island.

(Returning over same route.)

RATE from New York.....\$33.85.

To Mackinac Island and Return to New York.—Excursion 225.

(Via Albany, Rochester, Niagara Falls, Detroit and Bay City.)

New York Central & Hudson River Railroad.....to Buffalo or Suspension Bridge.

Michigan Central Railroad.....to Mackinaw City.

Mackinaw Transportation Co.....to Mackinac Island.

(Returning over same route.)

RATE from New York.....\$39.05.

To Mackinac Island and Return to New York.—Excursion 815.

(Via Niagara Falls and Georgian Bay.)

New York Central & Hudson River Railroad.....to Suspension Bridge.

Grand Trunk Railway.....to Collingwood.

Great Northern Transit Company's Steamer.....to Mackinac Island.

(Returning over same route.)

RATE from New York.....\$37.25.

To Mackinac Island and Return to New York.—Excursion 816.

(Via Niagara Falls, Toronto and Georgian Bay.)

New York Central & Hudson River Railroad.....to Lewiston.


Niagara Navigation Company's Steamer.....to Toronto.

Grand Trunk Railway.....to Collingwood.

Great Northern Transit Company's Steamer.....to Mackinac Island.

(Returning over same route.)

RATE from New York.....\$37.25.

 *Steamers of the Great Northern Transit Co. run only during the months of July and August.*

Manchester, Vt.*To Manchester and Return to New York.—Excursion 71.*

(Via Troy and White Creek.)

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Manchester.

(Returning over same route.)


RATE from New York.....\$8.15.

Massena Springs, N. Y.*To Massena Springs and Return.—Excursion 379.*

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Massena Springs.

(Returning over same route.)

RATES.—From New York....\$17.25, From Albany and Troy....\$11.80.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$16.15 from New York.*

Middlebury, Vt.*To Middlebury, Vt., and Return to New York.—Excursion 818.*

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to Middlebury.

(Returning over same route.)

RATE from New York.....\$11.65.

To Middlebury, Vt., and Return to New York.—Excursion 819.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Middlebury.

(Returning over same route.)

RATE from New York.....\$11.65.

Montpelier, Vt.*To Montpelier, Vt., and Return to New York.—Excursion 243.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Montpelier.

(Returning over same route.)

RATE from New York. \$13.00.

To Montpelier, Vt., and Return to New York.—Excursion 244.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 Central Vermont Railroad.....to Montpelier.

(Returning over same route.)

RATE from New York.....\$13.00.

Montreal, P. Q.*To Montreal.—Excursion 1080.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Malone Junction.
 Central Vermont Railway.....to Clark's Island.
 Steamer "Paul Smith".....to Montreal.

RATES.—From New York....\$10.00, From Albany and Troy... \$7.60.

To Montreal and Return.—Excursion 1070.

(Going via Adirondack & St. Lawrence Line and Rapids of the St. Lawrence, returning via all rail).

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone Railway (A. & St. L. Line).....	to Malone Junction.
Central Vermont Railroad.....	to Clark's Island.
Steamer "Paul Smith".....	to Montreal.
Grand Trunk Railway.....	to Coteau Junction.
Central Vermont Railroad.....	to Malone Junction.
Mohawk & Malone Railway (A. & St. L. Line).....	to Herkimer.
New York Central & Hudson River Railroad	to starting point.

RATES.—From New York....\$17.50, From Albany and Troy....\$11.45.

To Montreal, P. Q., and Return.—Excursion 1059.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad..	to Herkimer.
Mohawk & Malone Railway (A. & St. L. Line).....	to Malone Junction.
Central Vermont Railway.....	to Coteau Junction.
Grand Trunk Railway.....	to Montreal.

(Returning over same route.)

RATES.—From New York....\$17.50, From Albany and Troy....\$11.45.

To Montreal and Return to New York.—Excursion 9.

(Via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad	to Troy.
Delaware & Hudson Railroad..	to Rouse's Point.
Grand Trunk Railway.....	to Montreal.

(Returning over same route.)

RATE from New York

To Montreal and Return to New York.—Excursion 10.

(Via Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to St. John's.
Grand Trunk Railway.....	to Montreal.

(Returning over same route.)

RATE from New York

New York to Montreal.—Excursion 7.

(Via Saratoga, Lake George and Lake Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad	to Ticonderoga.
Lake Champlain Steamer.....	{ to Plattsburgh or Bluff Point (Hotel Champlain).
Delaware & Hudson Railroad	to Rouse's Point.
Grand Trunk Railway.....	to Montreal.

RATE from New York.....\$11.50.

To Montreal and Return to New York.—Excursion 8.

(Via Saratoga, Lake George and Lake Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Caldwell.
Lake George Steamer	to Baldwin.
Delaware & Hudson Railroad	to Ticonderoga.
Lake Champlain Steamer	{ to Plattsburgh, or Bluff Point (Hotel Champlain).
Delaware & Hudson Railroad	to Rouse's Point.
Grand Trunk Railway.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	{ to Plattsburgh, or Bluff Point (Hotel Champlain).
Lake Champlain Steamer	to Ticonderoga.
Delaware & Hudson Railroad	to Troy.
New York Central & Hudson River Railroad...	to New York.

RATE from New York

To Montreal and Return to New York.—Excursion 73.

(Via Saratoga, Lake George and Lake Champlain, returning via St. Albans and Rutland.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Ticonderoga.
Lake Champlain Steamer.....	to Burlington.
Central Vermont Railroad.....	to St. John's.
Grand Trunk Railway.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$20.20.

To Montreal and Return to New York.—Excursion 91.

(Via Saratoga and Plattsburgh, returning via Lake Champlain, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Ticonderoga.
Lake Champlain Steamer.....	{ to Plattsburgh, or Bluff Point (Hotel Champlain).
Delaware & Hudson Railroad.....	to Rouse's Point.
Grand Trunk Railway.....	to Montreal.
Grand Trunk Railway.....	to Rouses Point.
Delaware & Hudson Railroad.....	{ to Plattsburgh, or Bluff Point (Hotel Champlain).
Lake Champlain Steamer.....	to Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$19.00.

To Montreal and Return to New York.—Excursion 92.

(Via Rutland, Burlington and St. Albans, returning via Lake Champlain, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to St. John's.
Grand Trunk Railway.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$20.20.

To Montreal, P. Q., and Return.—Excursion 704.

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Massena Springs.
Grand Trunk Railway.....	to Montreal.

(Returning over same route.)

RATES.—From New York....\$17.50, From Albany and Troy....\$11.45.

Excursions Ending at Montreal.*Excursion 171 (via Utica and Clayton).*

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad	to Clayton.
Richelieu & Ontario Navigation Company's Steamer.....	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.
RATES.—From New York....\$13.50, From Albany and Troy....\$10.40.	

Excursion 89 (via Niagara Falls, Syracuse and Clayton).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Syracuse.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Richelieu & Ontario Navigation Company's Steamer.....	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.
RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.	

Excursion 877 (via Niagara Falls, Lewiston and Clayton).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Richelieu & Ontario Navigation Company's Steamer.....	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.
RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.	

Excursion 824 (via Niagara Falls and Toronto).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Richelieu & Ontario Navigation Company's Steamer.....	to Kingston.
Richelieu & Ontario Navigation Company's Steamer.....	to Prescott.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.
RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.	

Excursion 825 (via Niagara Falls and Toronto).


New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Suspension Bridge.
Grand Trunk Railway.....	to Toronto.
Richelieu & Ontario Navigation Company's Steamer.....	to Kingston.
Richelieu & Ontario Navigation Company's Steamer.....	to Prescott.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.
RATES.—From New York....\$20.00, From Albany and Troy....\$17.65.	

Excursion 1085 (via Niagara Falls and Toronto).

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Grand Trunk Railway.....	to Kingston.
Richelieu & Ontario Navigation Company's Steamer.....	to Prescott.
Richelieu & Ontario Navigation Company's Steamer.....	to Montreal.
RATES.—From New York .. \$20.00, From Albany and Troy....\$17.65.	

Morristown Park, N. Y.*To Morristown Park, N. Y., and Return.—Excursion 326.*

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad (continuous passage).....	to Morristown Park.
(Returning over same route.)	
RATES.—From New York....\$15.25, From Albany and Troy....\$9.80.	

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$14.50 from New York.*

Newburgh, N. Y.*To Newburgh and Return to New York.—Excursion 508.*

New York Central & Hudson River Railroad.....	to Fishkill.
Ferry.....	to Newburgh.
Day Line Steamer.....	to New York.

RATE from New York\$1.75.

 Above ticket is good only on date of sale in both directions.

Niagara Falls, N. Y.*New York to Niagara Falls.—Excursion 11.*

(Via Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Schenectady.
New York Central & Hudson River Railroad.....	to Niagara Falls.

RATE from New York.....\$10.30.

To Niagara Falls and Return to New York.—Excursion 12.

(Via Saratoga ; returning direct.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Schenectady.
New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$18.80.

To Niagara Falls and Return to New York.—Excursion 18.

(Via Cooperstown, Otsego Lake and Richfield Springs ; returning direct.)

New York Central & Hudson River Railroad.....	to Albany.
Delaware & Hudson Railroad.....	to C. & C. V. Junction.
Cooperstown & Charlotte Valley Railroad.....	to Cooperstown.
Otsego Lake Steamer, and Stage.....	to Richfield Springs.
Delaware, Lackawanna & Western Railroad.....	to Utica.
New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$19.15.

To Niagara Falls and Return.—Excursion 35.

(Via Albany, Syracuse and Rochester.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to starting point.

RATES.—From New York....\$17.00, From Albany and Troy....\$12.00.

To Niagara Falls and Return to New York.—Excursion 36.

(Via Rochester ; returning via Elmira and Binghamton.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York, Lake Erie & Western Railroad.....	to New York.

RATE from New York.....\$17.00.

To Niagara Falls and Return to New York.—Excursion 1092.

(Via Rochester, returning via Waverly, Bethlehem and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
Lehigh Valley Railroad.....	to Bethlehem.
Philadelphia & Reading Railroad.....	{ to Philadelphia and Bound Brook.
Central Railroad of New Jersey.....	to New York.

RATE from New York.....\$19.75.

To Niagara Falls and Return to New York.—Excursion 1093.

New York Central & Hudson River Railroad.....	to Niagara Falls.
Lehigh Valley Railroad.....	to New York.
RATE from New York.....\$17.00.	

To Niagara Falls and Return to New York.—Excursion 47.

(Going direct, returning via Saratoga.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad...	to Schenectady.
Delaware & Hudson Railroad	to Saratoga.
Delaware & Hudson Railroad ..	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$18.80.	

To Niagara Falls and Return.—Excursion 50.

(Via Richfield Springs, returning direct.)

New York Central & Hudson River Railroad.....	to Utica.
Delaware, Lackawanna & Western Railroad.....	to Richfield Springs.
Delaware, Lackawanna & Western Railroad	to Utica.
New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to starting point.
RATES.—From New York....\$19.00,	
From Albany and Troy....\$14.00.	

To Niagara Falls and Return to New York.—Excursion 70.

(Going direct, returning via Watkins, Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Canandaigua.
Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia).....	to New York.
RATE from New York.....\$19.75.	

To Niagara Falls and Return.—Excursion 87.

(Going direct ; returning via Alexandria Bay and Trenton Falls.)

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Lewiston.
Rome, Watertown & Ogdensburg Railroad	to Clayton.
Steamer	to Alexandria Bay.
Steamer	to Clayton.
Rome, Watertown & Ogdensburg Railroad	to Utica.
New York Central & Hudson River Railroad.....	to starting point.
RATES.—From New York....\$24.10,	
From Albany and Troy....\$18.40.	

To Niagara Falls and Return.—Excursion 88.

(Going via Trenton Falls and Alexandria Bay ; returning direct.)

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Steamer.....	to Alexandria Bay.
Steamer.....	to Clayton.
Rome, Watertown & Ogdensburg Railroad	to Lewiston.
New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad.....	to starting point.
RATES.—From New York....\$24.10,	
From Albany and Troy....\$18.40.	

To Niagara Falls and Return to New York.—Excursion 100.

(Going direct; returning via Richfield Springs, Otsego Lake and Cooperstown.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Utica.
Delaware, Lackawanna & Western Railroad.....	to Richfield Springs.
Stage and Otsego Lake Steamer.....	to Cooperstown.
Cooperstown & Charlotte Valley Railroad.....	to C. & C. V. Junction.
Delaware & Hudson Railroad.....	to Albany.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$19.15.

To Niagara Falls and Return to New York.—Excursion 101.

(Going direct; returning via Taughannock, Ithaca, Lehigh Valley Coal Region and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Geneva.
Lehigh Valley Railroad.....	to Bethlehem.
Philadelphia & Reading Railroad.....	to Philadelphia and Bound Brook
Central Railroad of New Jersey.....	to New York.

RATE from New York.....\$19.75.

To Niagara Falls and Return to New York.—Excursion 103.

(Going direct; returning via Syracuse, Binghamton, Scranton, and Delaware Water Gap.)

New York Central & Hudson River Railroad ..	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Syracuse.
Delaware, Lackawanna & Western Railroad.....	to New York.

RATE from New York.....\$17.00.

To Niagara Falls and Return to New York.—Excursion 177.

(Going via Albany and Rochester; returning via Cayuga Lake, Ithaca and Delaware Water Gap.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Cayuga.
Cayuga Lake Steamer.....	to Ithaca.
Delaware, Lackawanna & Western Railroad.....	to New York.

RATE from New York.....\$18.00.

To Niagara Falls and Return to New York.—Excursion 196.

(Going direct; returning via Mayville (Chautauqua Lake), Oil Region and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad.....	to Corry.
Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia).....	to New York.

RATE from New York.....\$23.00.

To Niagara Falls and Return to New York.—Excursion 785.

(Going direct; returning via Mayville (Chautauqua Lake), Oil Region, Pittsburgh and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad	to Stoneboro.
Lake Shore & Michigan Southern Railway.....	to New Castle.
Pittsburgh & Lake Erie Railroad.....	to Pittsburgh.
Pennsylvania Railroad.....	to New York.

RATE from New York.....\$25.50.

To Niagara Falls and Return to New York.—Excursion 198.

(Via Brocton and Chautauqua Lake.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Western New York & Pennsylvania Railroad.....	to Mayville.
Western New York & Pennsylvania Railroad.....	to Buffalo.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$19.00.

To Niagara Falls and Return to New York.—Excursion 227.

(Going via Albany & Rochester ; returning via Youngstown and Pittsburgh.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Lake Shore & Michigan Southern Railway.....	to Youngstown.
Pittsburgh & Lake Erie Railroad.....	to Pittsburgh.
Pennsylvania Railroad.....	to New York.

RATE from New York.....\$25.50.

To Niagara Falls and Return to New York.—Excursion 228.

(Going via Albany and Rochester ; returning via Elmira, Binghamton & Delaware Water Gap.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Buffalo.
Delaware, Lackawanna & Western Railroad.....	to New York.

RATE from New York.....\$17.00.

To Niagara Falls and Return to New York.—Excursion 229.

(Going via Albany and Rochester ; returning via Williamsport and Philadelphia.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Williamsport.
Philadelphia & Reading Railroad.....	to Philadelphia and Bound Brook.
Central Railroad of New Jersey.....	to New York.

RATE from New York.....\$19.75.

To Niagara Falls and Return to New York.—Excursion 230.

(Going via Saratoga and Rochester ; returning via Williamsport and Philadelphia.)

New York Central & Hudson River Railroad..	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Schenectady.
New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Williamsport.
Philadelphia & Reading Railroad.....	to Philadelphia and Bound Brook.
Central Railroad of New Jersey.....	to New York.

RATE from New York.....\$21.50.

To Niagara Falls.—Excursion 550.

(Via Watkins Glen.)

New York Central & Hudson River R. R. (via Auburn or via Lyons) ..	to Geneva.
Fall Brook Railway.....	to Watkins.
Fall Brook Railway.....	to Geneva.
New York Central & Hudson River Railroad.....	to Niagara Falls.

RATES.—From New York ...\$10.25,

From Albany and Troy.....\$7.70.

To Niagara Falls.—Excursion 551.

(Via Seneca Lake.)

Same as Excursion 550 (shown on preceding page), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York....\$10.25, From Albany and Troy.....\$7.70.

To Niagara Falls and Return.—Excursion 552.

(Via Watkins Glen, returning direct.)

New York Central & Hudson River R. R. (via Auburn or via Lyons)..to Geneva.
 Fall Brook Railway.....to Watkins.
 Fall Brook Railway.....to Geneva.
 New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to starting point.
 RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

To Niagara Falls and Return.—Excursion 553.

(Via Seneca Lake.)

Same as Excursion 552 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

To Niagara Falls and Return.—Excursion 554.

(Via Watkins Glen, returning direct.)

New York Central & Hudson River R. R. (via Auburn or via Lyons)..to Geneva.
 Fall Brook Railway.....to Watkins.
 Northern Central Railroadto Canandaigua.
 New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to starting point.
 RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

To Niagara Falls and Return.—Excursion 555.

Same as Excursion 554 (shown above), excepting that between Watkins and Geneva, route is via Seneca Lake Steamers.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

To Niagara Falls and Return.—Excursion 556.

(Going direct, returning via Watkins Glen.)

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to Canandaigua.
 Northern Central Railroadto Watkins Glen.
 Fall Brook Railway.....to Geneva.
 New York Central & Hudson River R. R. (via Auburn or via Lyons)..to starting point.
 RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

To Niagara Falls and Return.—Excursion 557.

(Via Seneca Lake.)

Same as Excursion 556 (shown above), excepting that between Watkins and Geneva, route is via Seneca Lake Steamers.

RATES.—From New York....\$17.75, From Albany and Troy....\$13.85.

To Niagara Falls and Return.—Excursion 558.

(Going direct ; returning via Watkins Glen.)

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad (via Lyons or via Canandaigua).....to Geneva.
 Fall Brook Railway.....to Watkins Glen.
 Fall Brook Railway.....to Geneva.
 New York Central & Hudson River R. R. (via Auburn or via Lyons)..to starting point.
 RATES.—From New York....\$17.75, From Albany and Troy .. \$13.85.

To Niagara Falls and Return.—Excursion 559.

(Via Seneca Lake.)

Same as Excursion 558 (shown on preceding page), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATES.—From New York ... \$17.75, From Albany and Troy ... \$13.85.

To Niagara Falls and Return to New York.—Excursion 560.

(Via Rochester; returning Watkins, Elmira and Binghamton.)

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad (via Lyons or via Canandaigua).....to Geneva.

Fall Brook Railwayto Watkins.

Pennsylvania Railroad.....to Elmira.

New York, Lake Erie & Western Railroad.....to New York.

RATE from New York.....\$17.75.

To Niagara Falls and Return to New York.—Excursion 561.

(Via Seneca Lake.)

Same as Excursion 560 (shown above), excepting that between Watkins and Geneva, route is via Seneca Lake Steamers.

RATE from New York.....\$17.75.

To Niagara Falls and Return to New York.—Excursion 562.

(Going direct; returning via Watkins, Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad (via Lyons or via Canandaigua).....to Geneva.

Fall Brook Railway.....to Watkins Glen.

Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia).....to New York.

RATE from New York.....\$19.75.

To Niagara Falls and Return to New York.—Excursion 563.

(Via Seneca Lake.)

Same as Excursion 562 (shown above), excepting that between Watkins and Geneva, route is via Seneca Lake Steamers.

RATE from New York.....\$19.75.

To Niagara Falls and Return to New York.—Excursion 564.

(Via Rochester; returning via Watkins, Elmira, Bethlehem and Philadelphia.)

New York Central & Hudson River Railroad.....to Niagara Falls.

New York Central & Hudson River Railroad (via Lyons or via Canandaigua).....to Geneva.

Fall Brook Railwayto Watkins.

Pennsylvania Railroad.....to Elmira.

New York, Lake Erie & Western Railway.....to Waverley.

Lehigh Valley Railroad.....to Bethlehem.

Philadelphia & Reading Railroad.....to Philadelphia and Bound Brook.

Central Railroad of New Jersey.....to New York.

RATE from New York.....\$19.75.

To Niagara Falls and Return to New York.—Excursion 565.

(Via Seneca Lake.)

Same as Excursion 564 (shown above), excepting that between Watkins and Geneva, route is via Seneca Lake Steamers.

RATE from New York.....\$19.75.

To Niagara Falls and Return to New York.—Excursion 566.

(Going via Saratoga ; returning via Watkins, Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Schenectady.
New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Watkins.
Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia)	to New York.

RATE from New York\$21.50.

To Niagara Falls and Return to New York.—Excursion 567.

(Via Saratoga and Seneca Lake.)

Same as Excursion 566 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$21.50.

To Niagara Falls and Return to New York.—Excursion 568.

(Going via Albany and Rochester ; returning via Watkins, Elmira and Delaware Water Gap.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Watkins.
Northern Central Railway.....	to Elmira.
Delaware, Lackawanna & Western Railroad.....	to New York.

RATE from New York.....\$18.00.

To Niagara Falls and Return to New York.—Excursion 569.

(Via Seneca Lake.)

Same as Excursion 568 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$18.00.

To Niagara Falls and Return to New York.—Excursion 594.

(Going direct ; returning via Taughannock, Ithaca and Lehigh Valley Coal Region.)

New York Central & Hudson River Railroad.....	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Geneva.
Lehigh Valley Railroad.....	to New York.

RATE from New York.....\$17.00.

Niagara-on-the-Lake, Ont.*Niagara Falls, N. Y., to Niagara-on-the-Lake, Ont., and Return.—Excursion X 656.*

New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Niagara-on-the-Lake.
(Returning over same route.)	

RATE from Niagara Falls, N. Y.....80 cents.

North Adams, Mass.*To North Adams, Mass., and Return to New York.—Excursion 239.*

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to North Adams.
(Returning over same route.)	

RATE from New York.....\$6.39.

To North Adams, Mass., and Return to New York.—Excursion 240.

New York Central & Hudson River Railroad.....to Hudson.
 Boston & Albany Railroadto North Adams.
 (Returning over same route.)
 RATE from New York.....\$6.39.

To North Adams, Mass., and Return to New York.—Excursion 241.

(Going via Troy, returning via Hudson.)

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to North Adams.
 Boston & Albany Railroadto Hudson.
 New York Central & Hudson River Railroad.....to New York.
 RATE from New York.....\$6.39.

To North Adams, Mass., and Return to New York.—Excursion 242.

(Going via Hudson, returning via Troy.)

New York Central & Hudson River Railroad.....to Hudson.
 Boston & Albany Railroadto North Adams.
 Fitchburg Railroad.....to Troy.
 New York Central & Hudson River Railroad.....to New York.
 RATE from New York.....\$6.39.

To North Adams, Mass., and Return to New York.—Form 15, D. R., Limited.

(Good only for a continuous passage in each direction within 30 days from date of sale.)


New York Central & Hudson River Railroad (Harlem Division)to Chatham.
 Boston & Albany Railroadto North Adams.
 (Returning over same route.)
 RATE from New York.....\$6.39

Norwood, N. Y.*To Norwood, N. Y., and Return.—Excursion 717.*

(Continuous passage.)

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroadto Norwood.
 (Returning over same route.)


RATES.—From New York....\$16.00, From Albany and Troy....\$11.00.

 Above ticket is limited to a continuous passage in each direction, with the extreme limit of October 31, 1893.

Ogdensburg, N. Y.*To Ogdensburg, N. Y., and Return.—Excursion 311.*

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroadto Ogdensburg.
 (Returning over same route.)

RATES.—From New York....\$16.50, From Albany and Troy....\$11.05.

 A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$15.15, from New York.

Excursion ending at Ogdensburg, N. Y.—Excursion 360.

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroadto Lewiston.
 Niagara Navigation Company's Steamerto Toronto.
 Grand Trunk Railway or Richelieu & Ontario Navigation Company's
 Steamerto Kingston.
 Grand Trunk Railway or Richelieu & Ontario Navigation Company's
 Steamerto Prescott.
 Ferry.....to Ogdensburg.

RATES.—From New York....\$16.60, From Albany and Troy....\$14.25.

Oneida Lake, N. Y.*To Oneida and Return.—Local Excursion.*

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$11.05, From Albany and Troy.....\$4.88.

To Canastota and Return.—Local Excursion.

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$11.25, From Albany and Troy....\$5.08.

Ontario Beach, N. Y.*To Ontario Beach, N. Y., and Return.—Local Excursion.*

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$15.75, From Albany and Troy....\$9.56.

Oswego, N. Y.*To Oswego and Return.—Excursion 581.*

(Via Rome.)

New York Central & Hudson River Railroad.....to Rome.

Rome, Watertown & Ogdensburg Railroad.....to Oswego.

(Returning over same route.)

RATES.—From New York....\$10.00, From Albany and Troy....\$7.30.

To Oswego and Return.—Excursion 582.


(Via Syracuse and R. W. & O. R. R.)

New York Central & Hudson River Railroad.....to Syracuse.

Rome, Watertown & Ogdensburg Railroad.....to Oswego.

(Returning over same route.)

RATES.—From New York....\$10.00, From Albany and Troy....\$7.30.

 Excursions 581 and 582 are LIMITED to CONTINUOUS PASSAGE in both directions within THIRTY DAYS FROM DATE OF SALE, when sold at New York.

Ottawa, Can.*To Ottawa, Ont., and Return.—Excursion 1069.*

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.


Mohawk & Malone Railway (A. & St. L. Line)to Malone Junction.

Central Vermont Railroadto Coteau Junction.

Canada Atlantic Railway.....to Ottawa.

(Returning over same route.)

RATES.—From New York....\$20.50, From Albany and Troy....\$14.95.

 A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$19.15 from New York, and \$14.15 from Albany or Troy.

To Ottawa, Ont., and Return.—Excursion 714.

(Continuous passage.)

New York Central & Hudson River Railroad.....to Utica.


Rome, Watertown & Ogdensburg Railroad.to Ogdensburg.

Ferryto Prescott.

Canadian Pacific Railway.to Ottawa.

(Returning over same route.)

RATES.—From New York....\$19.15, From Albany and Troy....\$14.15.

 Above ticket is limited to continuous passage in each direction, with extreme limit of October 31, 1893.

To Ottawa, Ont., and Return to New York.—Excursion 737.

(Going via Rouse's Point; returning via Montreal.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rouse's Point.
Canada Atlantic Railway.....	to Ottawa.
Canada Atlantic Railway.....	to Coteau.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$23.05.

To Ottawa, Ont., and Return to New York.—Excursion 481.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Rouse's Point.
Canada Atlantic Railway.....	to Ottawa.

(Returning over same route.)

RATE from New York.....\$20.50.

To Ottawa, Ont., and Return to New York.—Excursion 546.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad	to Rouse's Point.
Canada Atlantic Railway	to Ottawa.

(Returning over same route.)

RATE from New York.....\$20.50.

Owasco Lake, N. Y.*To Auburn, N. Y., and Return.—Local Excursion.*

(Going and returning via New York Central & Hudson River Railroad.)

RATES.—From New York....\$13.15, From Albany and Troy.....\$6.96.

Pittsfield, Mass.*To Pittsfield and Return to New York.—Excursion 235.*

New York Central & Hudson River Railroad.....	to Hudson.
Boston & Albany Railroad	to Pittsfield.

(Returning over same route.)

RATE from New York

To Pittsfield and Return to New York.—Excursion 238.

(Going via Chatham, returning via Hudson.)

New York Central & Hudson River Railroad (Harlem Division).....	to Chatham.
Boston & Albany Railroad	to Pittsfield.
Boston & Albany Railroad.....	to Hudson.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$6.15.	

Plattsburgh, N. Y.*To Plattsburgh, N. Y.—Excursion 5.*

(Via Saratoga and Lakes George and Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer.....	to Plattsburgh.
RATE from New York.....	
	\$9.50.

To Plattsburgh and Return to New York.—Excursion 6.

(Via Saratoga and Lakes George and Champlain.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Caldwell.
Lake George Steamer.....	to Baldwin.
Delaware & Hudson Railroad.....	to Fort Ticonderoga.
Lake Champlain Steamer.....	{ to Plattsburgh or Bluff Point (Hotel Champlain).
Lake Champlain Steamer.....		to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....	
\$16.25.	

To Plattsburgh and Return to New York.—Excursion 336.



New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Plattsburgh.
(Returning over same route.)	
RATE from New York.....\$14.75.	

Poughkeepsie, N. Y.*To Poughkeepsie and Return to New York.—Excursion 509.*

(Going via rail ; returning via Hudson River Steamer.)

(Limited to continuous passage in both directions on date of sale.)

New York Central & Hudson River Railroad.....	to Poughkeepsie.
Day Line Steamer.....	to New York.
RATE from New York.....\$2.00.	

 Transfer from railroad station to steamer dock is not included in above rate. **Poultney, Vt.***To Poultney, Vt., and Return to New York.—Excursion 476.*

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to Eagle Bridge.
Delaware & Hudson Railroad.....	to Poultney.
(Returning over same route.)	
RATE from New York.....\$9.45.	

Prescott, Ont.*Excursion ending at Prescott, Ont.—Excursion 359.*

New York Central & Hudson River Railroad.. .. .	to Niagara Falls.
New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Grand Trunk Railway or Richelieu & Ontario Navigation Co.'s Steamer.....	to Kingston.
Grand Trunk Railway or Richelieu & Ontario Navigation Co.'s Steamer.	to Prescott.

RATES.—From New York .. \$16.60, From Albany and Troy....\$14.25.


To Prescott, Ont., and Return.—Excursion 716.

(Continuous passage.)

New York Central & Hudson River Railroad	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Ogdensburg.
Ferry.. .. .	to Prescott.

(Returning over same route.)

RATES.—From New York....\$15.65, From Albany and Troy....\$10.65.

 Above ticket is limited to a continuous passage in each direction, with extreme limit of October 31, 1893.

Quebec, P. Q.*Excursions ending at Quebec.**Excursion 826.*

New York Central & Hudson River Railroad	to Niagara Falls.
New York Central & Hudson River Railroad	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
Richelieu & Ontario Navigation Company's Steamer.....	to Kingston.
Richelieu & Ontario Navigation Company's Steamer.....	to Prescott.
Richelieu & Ontario Navigation Company's Steamer	to Montreal.
Richelieu & Ontario Navigation Company's Steamer.....	to Quebec.

RATES.—From New York ...\$23.00, From Albany and Troy....\$20.65.

Excursion 827.

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad....	to Clayton.
Richelieu & Ontario Navigation Company's Steamer.....	to Alexandria Bay.
Richelieu & Ontario Navigation Company's Steamer	to Montreal.
Richelieu & Ontario Navigation Company's Steamer.....	to Quebec.

RATES.—From New York....\$16.50, From Albany and Troy .. \$13.40.

Randolph, Vt.*To Randolph, Vt., and Return to New York.—Excursion 245.*

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway	to Rutland.
Central Vermont Railroad	to Randolph.

(Returning over same route.)

RATE from New York.....\$13.00.

To Randolph, Vt., and Return to New York.—Excursion 246.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Randolph.

(Returning over same route.)

RATE from New York.....\$13.00.

Richfield Springs, N. Y.

To Richfield Springs and Return.—Excursion 132.

(Via Albany and Utica.)

New York Central & Hudson River Railroad.....to Utica.
 Delaware, Lackawanna & Western Railroad.....to Richfield Springs.
 (Returning over same route.)

RATES.—From New York...\$10.75, From Albany and Troy...\$5.80.

To Richfield Springs and Return to New York.—Excursion 184.

(Going via Saratoga and returning direct.)

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Saratoga.
 Delaware & Hudson Railroadto Schenectady.
 New York Central & Hudson River Railroad.....to Utica.
 Delaware, Lackawanna & Western Railroad.....to Richfield Springs.
 Delaware, Lackawanna & Western Railroadto Utica.
 New York Central & Hudson River Railroadto New York.

RATE from New York.....\$12.50.

To Richfield Springs and Return to New York.—Excursion 185.

(Going direct and returning via Saratoga.)

New York Central & Hudson River Railroad.....to Utica.
 Delaware, Lackawanna & Western Railroad.....to Richfield Springs.
 Delaware, Lackawanna & Western Railroad.....to Utica.
 New York Central & Hudson River Railroad.....to Schenectady.
 Delaware & Hudson Railroadto Saratoga and Troy.
 New York Central & Hudson River Railroad.....to New York.

RATE from New York.....\$12.50.

Richmond, Vt.

To Richmond, Vt., and Return to New York.—Excursion 818.

New York Central & Hudson River Railroadto Troy.
 Fitchburg Railroadto White Creek.
 Bennington & Rutland Railwayto Rutland.
 Central Vermont Railroad.....to Richmond.

(Returning over same route.)

RATE from New York.....\$13.00.

To Richmond, Vt., and Return to New York.—Excursion 819.

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroadto Rutland.
 Central Vermont Railroadto Richmond.

(Returning over same route.)

RATE from New York.....\$13.00.

Rideau Lake District, Ontario.

Excursion 733.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad (continuous passage)....to Morristown.
 Steamerto Brockville.
 Brockville, Westport & Sault Ste. Marie Railway.....to stations shown below.
 (Returning over same route.)

DESTINATION.	Rates from New York.	Rates from Albany & Troy.
Athens, Ont. (for Charleston Lake).....	\$17.25.....	\$11.80.
Crosby, Ont. (for Portland).	18.65.....	13.20.
Delta, Ont.....	18.05.....	12.60.
Newboro, Ont.....	18.95.....	13.50.
Westport	19.25.....	13.80.

Round Lake, N. Y.*To Round Lake, N. Y., and Return to New York.—Excursion 477.*

New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Round Lake.
 (Returning over same route.)
 RATE from New York.....\$6.70.

Rouse's Point, N. Y.**To Rouse's Point, N. Y., and Return to New York.—Excursion 822.*

New York Central & Hudson River Railroad...to Troy.
 Delaware & Hudson Railroad.....to Rouse's Point.
 (Returning over same route.)
 RATE from New York.....\$15.35.

To Rouse's Point, N. Y., and Return to New York.—Excursion 823.

New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad...to White Creek.
 Bennington & Rutland Railroad.....to Rutland.
 Central Vermont Railroad.....to Rouse's Point.
 (Returning over same route.)
 RATE from New York.....\$15.35.

Rutland, Vt.*To Rutland, Vt., and Return to New York.—Excursion 820.*

New York Central & Hudson River Railroad..to Troy.
 Delaware & Hudson Railroad.....to Rutland.
 (Returning over same route.)
 RATE from New York.....\$10.00.

To Rutland, Vt., and Return to New York.—Excursion 821.


New York Central & Hudson River Railroad.....to Troy.
 Fitchburg Railroad.....to White Creek.
 Bennington & Rutland Railway.....to Rutland.
 (Returning over same route.)
 RATE from New York.....\$10.00.

Sackett's Harbor, N. Y.*To Sackett's Harbor and Return.—Excursion 734.*

(Continuous passage.)

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Sackett's Harbor.
 (Returning over same route.)

RATES.—From New York...\$13.50, From Albany and Troy....\$8.50.

 Above ticket is limited to a continuous passage in each direction, with extreme limit of October 31, 1893.

Saratoga Springs, N. Y.*To Saratoga and Return to New York.—Excursion 131.*

(Via Troy ; returning via Troy, North Adams, Hoosac Tunnel, Boston, Newport and Steamer.)
 New York Central & Hudson River Railroad.....to Troy.
 Delaware & Hudson Railroad.....to Saratoga.
 Delaware & Hudson Railroad.....to Troy.
 Fitchburg Railroad.....to North Adams.
 Fitchburg Railroad.....to Boston.
 Old Colony Railroad.....to Fall River and Newport.
 Fall River Line Steamer.....to New York.
 RATE from New York.....\$13.25.

To Saratoga and Return to New York.—Excursion 163.

(Via Troy ; returning via Springfield, Boston, Newport and Steamer.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to East Albany.
Boston & Albany Railroad.....	to Boston.
Old Colony Railroad.....	to Fall River and Newport.
Fall River Line Steamer.....	to New York.

RATE from New York\$13.25.

To Saratoga and Return to New York.—L. 4 R.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Saratoga.

(Returning over same route.)

RATE from New York.....\$7.50.

EXCURSIONS ENDING AT SARATOGA.

Excursion X 276.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Saratoga.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton	\$20.00,	\$16.90.
Via Niagara Falls	26.50,	24.15.

Excursion X 277

Choice of Routes (Excursion 171, 89, 877, 824, 1085 or 825), page 277.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad	to Plattsburgh.
Rail or Steamer.....	to Ticonderoga.
Rail.....	to Baldwin.
Lake George Steamer	to Caldwell.
Delaware & Hudson Railroad.....	to Saratoga.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton	\$21.50,	\$18.40.
Via Niagara Falls	28.00,	25.65.

Excursion X 628.

Choice of Routes (Excursion 171, 89, 877, 824, 1085 or 825), page 277.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Montpelier.
Montpelier & Wells River Railroad.....	to Wells River.
Concord & Montreal Railroad.....	to Fabyan's.
Concord & Montreal Railroad.....	to Wells River.
Montpelier & Wells River Railroad.....	to Montpelier.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer	to Caldwell.
Delaware & Hudson Railroad	to Saratoga.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton	\$28.35,	\$25.25.
Via Niagara Falls.....	34.85,	32.50.

Excursion X 423.

Same as Excursion 360, page 285	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division)	to Rouse's Point.
Delaware & Hudson Railroad	to Saratoga.

RATES.—From New York....\$24.75, From Albany and Troy \$22.40.

Excursion X 424.

Same as Excursion 360, page 285	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division)	to Rouse's Point.
Delaware & Hudson Railroad	to Baldwin.
Lake George Steamer	to Caldwell.
Delaware & Hudson Railroad	to Saratoga.

RATES.—From New York....\$26.25, From Albany and Troy....\$23.90.

Sharon Springs, N. Y.

To Sharon and Return to New York.

Excursion 291.

New York Central & Hudson River Railroad	to Albany.
Delaware & Hudson Railroad	to Sharon.

(Returning over same route.)

RATE from New York.....\$8.85.

Long Point, N. Y. (Seneca Lake).

To Long Point, N. Y., and Return.—Excursion 500.

New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Seneca Lake Steamer	to Long Point.

(Returning over same route.)

RATES.—From New York....\$11.75, From Albany and Troy....\$8.50.

Shelburne, Vt.

To Shelburne and Return to New York.—Excursion 465.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Shelburne.

(Returning over same route.)

RATE from New York.... \$13.00.

To Shelburne and Return to New York.—Excursion 466.

(Going and returning via Saratoga.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Rutland.
Central Vermont Railroad.....	to Shelburne.

(Returning over same route.)

RATE from New York.....\$13.00.

Sheldon Springs, Vt.

To Sheldon Springs, Vt., and Return to New York.—Excursion 819.

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Sheldon Springs.

(Returning over same route.)

RATE from New York\$14.60.

To Sheldon Springs, Vt., and Return to New York.—Excursion 818.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Sheldon Springs.

(Returning over same route.)

RATE from New York\$14.60.

Skaneateles, N. Y.*To Skaneateles, N. Y., and Return.—Excursion 586.*

New York Central & Hudson River Railroadto Skaneateles Junction.

Skaneateles Railroad.....to Skaneateles.

(Returning over same route.)

RATES.—From New York...\$13.00,

From Albany and Troy...\$7.20.

St. Albans, Vt.*To St. Albans, Vt., and Return to New York.—Excursion 72.*

(Via Troy, Rutland and Burlington.)

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to St. Albans.

(Returning over same route.)

RATE from New York.....\$14.15.

To St. Albans, Vt., and Return to New York.—Excursion 819.

(Via Saratoga and Rutland.)

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rutland.

Central Vermont Railroad.....to St. Albans.

(Returning over same route.)

RATE from New York.....\$14.15.

St. John's, P. Q.*To St. John's, P. Q., and Return to New York.—Excursion 468.*

(Going and returning via Rutland, Burlington and St. Albans.)

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to St. John's.

(Returning over same route.)

RATE from New York.....\$17.25.

To St. John's, P. Q., and Return to New York.—Excursion 469.

(Going and returning via Saratoga and Plattsburgh.)

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rouse's Point.

Grand Trunk Railway.....to St. John's.

(Returning over same route.)

RATE from New York.....\$17.25.

Swanton, Vt.*To Swanton, Vt., and Return to New York.—Excursion 819.*

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rutland.

Central Vermont Railroad.....to Swanton.

(Returning over same route.)

RATE from New York.....\$14.60.

To Swanton, Vt., and Return to New York.—Excursion 818.

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to Swanton.

(Returning over same route.)


RATE from New York.....\$14.60.

Thousand Islands, N. Y.*To Clayton and Return.—Excursion 19.*

(Via Utica and Trenton Falls.)

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.
 (Returning over same route.)

RATES.—From New York....\$15.25. From Albany and Troy....\$9.80.


 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$13.50 from New York, and \$8.50 from Albany and Troy.*


To Alexandria Bay and Return.—Excursion 21.

(Via Utica and Trenton Falls.)

New York Central & Hudson River Railroadto Utica.
 Rome, Watertown & Ogdensburg Railroadto Clayton.
 Steamerto Alexandria Bay.
 (Returning over same route.)

RATES.—From New York....\$16.00, From Albany and Troy....\$10.55.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$14.25 from New York, and \$9.25 from Albany and Troy.*

 *A Special Limited Excursion Ticket, covering above route, will be sold at rate of \$10.00 from New York, and \$6.00 from Albany. This ticket will be good only for a continuous passage in each direction, and is valid only if used to Alexandria Bay on Friday or Saturday, and must be used on the return passage not later than the evening train leaving Clayton on the Sunday following.*


To Alexandria Bay, N. Y.—Excursion 85.

New York Central & Hudson River Railroad.....to Niagara Falls.
 New York Central & Hudson River Railroad.....to Lewiston.
 Rome, Watertown & Ogdensburg Railroadto Clayton.
 Steamerto Alexandria Bay.
 RATES.—From New York....\$15.35, From Albany and Troy....\$13.00.

To Round Island, N. Y., and Return.—Excursion 659.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroadto Clayton.
 Thousand Island Steamboat Companyto Round Island.
 (Returning over same route.)


RATES.—From New York....\$15.75, From Albany and Troy....\$10.30.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$13.70 from New York, and \$8.70 from Albany and Troy.*

To Thousand Island Park and Return.—Excursion 390.

New York Central & Hudson River Railroad.....to Utica.
 Rome, Watertown & Ogdensburg Railroadto Clayton.
 Steamerto Thousand Island Park.
 (Returning over same route.)


RATES.—From New York....\$15.75, From Albany and Troy....\$10.30.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$13.95 from New York, and \$8.95 from Albany and Troy.*

To Cape Vincent and Return.—Excursion 763.

New York Central & Hudson River Railroad.....to Utica or Rome.
 Rome, Watertown & Ogdensburg Railroadto Cape Vincent.
 (Returning over same route.)

RATES.—From New York....\$15.25, From Albany and Troy.....\$9.80.

 *A Limited Excursion Ticket, good for a continuous passage in each direction, with extreme limit of October 31st, will be sold, covering above route, at rate of \$13.50 from New York, and \$8.50 from Albany and Troy.*

Toronto, Ont.

Side-trip ticket from Niagara Falls to Toronto and Return to Niagara Falls.—Excursion 307 K.
(To be sold only in connection with tickets issued by the New York Central & Hudson River Railroad reading to, or passing through, Niagara Falls.)

New York Central & Hudson River Railroad.....to Lewiston.

Niagara Navigation Company's Steamer.....to Toronto.

(Returning over same route.)

RATE from Niagara Falls.....\$2.25.

Trenton Falls, N. Y.

To Trenton Falls and Return.—Excursion 1065.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.

Mohawk & Malone Railway (A. & St. L. Line).....to Trenton Falls.

(Returning over same route.)

RATES.—From New York....\$10.05, From Albany and Troy....\$4.50.

Vergennes, Vt.

To Vergennes, Vt., and Return to New York.—Excursion 819.

New York Central & Hudson River Railroad.....to Troy.

Delaware & Hudson Railroad.....to Rutland.

Central Vermont Railroad.....to Vergennes.

(Returning over same route.)

RATE from New York.....\$12.85.

To Vergennes, Vt., and Return to New York.—Excursion 818.

New York Central & Hudson River Railroad.....to Troy.

Fitchburg Railroad.....to White Creek.

Bennington & Rutland Railway.....to Rutland.

Central Vermont Railroad.....to Vergennes.

(Returning over same route.)

RATE from New York.....\$12.85.

Watkins Glen, N. Y.

To Watkins Glen and Return.—Excursion 570.

(Via Geneva.)

New York Central & Hudson River Railroad (via Auburn or via Lyons)..to Geneva.

Fall Brook Railway.....to Watkins.

Fall Brook Railway.....to Geneva.

New York Central & Hudson River Railroad.....to starting point.

RATES.—From New York....\$12.90, From Albany and Troy....\$8.75.

To Watkins Glen and Return.—Excursion 571.

(Via Seneca Lake.)

Same as Excursion 570 (shown above), excepting that between Watkins and Geneva, route is via Seneca Lake Steamers.

RATES.—From New York....\$12.90, From Albany and Troy....\$8.75.

To Watkins Glen and Return to New York —Excursion 572.

(Via Geneva; returning via Harrisburg and Philadelphia.)

New York Central & Hudson River Railroad (via Auburn or via Lyons).....to Geneva.

Fall Brook Railway.....to Watkins.

Pennsylvania Railroad (via Williamsport, Sunbury, Harrisburg and Philadelphia)..to New York.

RATE from New York.....\$16.00.

To Watkins Glen and Return to New York —Excursion 573.

(Via Seneca Lake.)

Same as Excursion 572 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$16.00.

To Watkins Glen and Return to New York.—Excursion 574.

(Via Geneva ; returning via Elmira.)

New York Central & Hudson River Railroad (via Auburn or via Lyons).....	to Geneva.
Fall Brook Railway.....	to Watkins.
Pennsylvania Railroad.....	to Elmira.
New York, Lake Erie & Western Railroad	to New York.
RATE from New York.....\$13.75.	

To Watkins Glen and Return to New York.—Excursion 575.

Same as Excursion 574 (shown above), excepting that between Watkins and Geneva route is via Seneca Lake Steamers.

RATE from New York.....\$13.75.

To Watkins Glen and Return to New York.—Excursion 576.

(Going via Albany and Geneva ; returning via Williamsport and Philadelphia.)

New York Central & Hudson River Railroad (via Auburn or via Lyons) ..	to Geneva.
Fall Brook Railway.....	to Watkins.
Fall Brook Railway.....	to Williamsport.
Philadelphia & Reading Railroad.....	to Philadelphia and Bound Brook.
Central Railroad of New Jersey	to New York.
RATE from New York.....\$16.00.	

To Watkins Glen and Return.—Excursion 67.

New York Central & Hudson River Railroad.....	to Canandaigua.
Pennsylvania Railroad.....	to Watkins.

(Returning over same route.)

RATES.—From New York....\$12.90, From Albany and Troy... \$8.75.

To Watkins Glen and Return.—Excursion 660.

New York Central & Hudson River Railroad	to Lyons.
New York Central & Hudson River Railroad.....	to Geneva.
Seneca Lake Steamers.....	to Watkins.
Pennsylvania Railroad.....	to Canandaigua.
New York Central & Hudson River Railroad.....	to starting point.

RATES.—From New York....\$12.90, From Albany and Troy....\$8.75.

To Watkins Glen and Return.—Excursion 661.

New York Central & Hudson River Railroad.....	to Canandaigua.
Pennsylvania Railroad.....	to Watkins.
Seneca Lake Steamers.....	to Geneva.
New York Central & Hudson River Railroad.....	to Lyons.
New York Central & Hudson River Railroad.....	to starting point.

RATES.—From New York....\$12.90, From Albany and Troy....\$8.75.

Waterbury, Vt. (Mt. Mansfield).*To Waterbury, Vt., and Return to New York.—Excursion 156.*

(Via Saratoga and Rutland.)

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad	to Rutland.
Central Vermont Railroad.....	to Waterbury.

(Returning over same route.)

RATE from New York.....\$13.00.

To Waterbury, Vt., and Return to New York.—Excursion 157.

(Via Manchester and Rutland.)

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railroad.....	to Rutland.
Central Vermont Railroad.....	to Waterbury.

(Returning over same route.)

RATE from New York.....\$13.00.

West Point, N. Y.*To West Point and Return to New York.—Local Excursion.*


New York Central & Hudson River Railroad.....	to Garrison's.
Ferry.....	to West Point.
(Returning over same route.)	

RATE from New York.....\$1.75.


To West Point and Return to New York.—Excursion 507.

New York Central & Hudson River Railroad.....	to Garrison's.
Ferry.....	to West Point.
Day Line Steamers.....	to New York.

RATE from New York.....\$1.50.

 Limited to continuous passage in both directions on date of sale.

White Mountains, N. H.*Excursions to White Mountains, ending at Fabyan's.**Excursion X 828.*

SEE CIRCULAR TOURS TICKETS, PAGES 300 TO 309. 

Choice of routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277....	to Montreal.
Richelieu & Ontario Navigation Co.'s Steamer.....	to Quebec.
Ferry.....	to Point Levi.
Grand Trunk Railway.....	to Sherbrooke.
Boston & Maine Railroad.....	to St. Johnsbury.
St. Johnsbury and Lake Champlain Railroad.....	to Lunenburg.
Maine Central Railroad.....	to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$23.80.	\$20.70.
Via Niagara Falls.....	30.30.	27.95.

Excursion X 630.

Choice of routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277....	to Montreal.
Canadian Pacific Railway.....	to Newport.
Boston & Maine Railroad.....	to Lunenburg.
Maine Central Railroad.....	to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$19.40.	\$16.30.
Via Niagara Falls.....	25.90.	23.55.

Excursion X 829.

Choice of routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277....	to Montreal.
Richelieu & Ontario Navigation Co.'s Steamer.....	to Quebec.
Ferry.....	to Point Levi.
Quebec Central Railway.....	to Sherbrooke.
Boston & Maine Railroad.....	to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad.....	to Lunenburg.
Maine Central Railroad.....	to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$23.80.	\$20.70.
Via Niagara Falls.....	30.30.	27.95.

Excursion X 632.

Choice of routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Montpelier.
Montpelier & Wells River Railroad.....	to Wells River.
Concord & Montreal Railroad.....	to Fabyan's.

RATES

	From New York.	From Albany and Troy.
Via Utica and Clayton.....	\$19.40.	\$16.30.
Via Niagara Falls.....	25.90.	23.55.

Excursion X 633.

Choice of Routes (Excursions 826 or 827), page 289.....	to Quebec.
Grand Trunk Railway.....	to Gorham.
Milliken's Stages.....	to Glen House.
Milliken's Stages.....	to Summit Mount Washington.
Mount Washington Railway.....	to Base Mount Washington.
Concord & Montreal Railroad.....	to Fabyan's.

RATES.

	From New York.	From Albany and Troy.
Via Utica.....	\$34.30.	\$31.20.
Via Niagara Falls.....	40.80.	38.45.

Williamstown, Mass.*To Williamstown and Return to New York—Excursion 464.*

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to Williamstown.

(Returning over same route.)

RATE from New York.....\$6.39.

Wilmington, Vt.*To Wilmington, Vt., and Return to New York—Excursion 886.*

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to Hoosac Tunnel.
Hoosac Tunnel & Wilmington Railroad.....	to Wilmington.

(Returning over same route.)

RATE from New York.....\$7.65.

Winooski, Vt.*To Winooski, Vt., and Return to New York—Excursion 819.*

New York Central & Hudson River Railroad.....	to Troy.
Delaware & Hudson Railroad.....	to Rutland.
Central Vermont Railroad.....	to Winooski.

(Returning over same route.)

RATE from New York.....\$13.00

To Winooski, Vt., and Return to New York—Excursion 818.

New York Central & Hudson River Railroad.....	to Troy.
Fitchburg Railroad.....	to White Creek.
Bennington & Rutland Railway.....	to Rutland.
Central Vermont Railroad.....	to Winooski.

(Returning over same route.)

RATE from New York.....\$13.00.



SEASON OF 1893.

CIRCULAR TOURS TICKETS

— VIA —

Utica or Niagara Falls, and Alexandria Bay, Thousand Islands, Rapids of the
St. Lawrence, White Mountains, Etc., Etc.

STARTING FROM NEW YORK, AND RETURNING TO BOSTON OR NEW YORK.

Tickets reading from Boston to New York to be used only in connection with Excursion
Tickets terminating at Boston.

Excursion X 254.

Old Colony Railroad... to Fall River.
Old Colony Steamboat Company (Fall River Line)... to New York.

Excursion X 255.

Old Colony Railroad (Prov. Div.)... to Providence.
New York, Providence & Boston Railroad... to Stonington.
Providence & Stonington Steamboat Company (Stonington Line)... to New York.

Excursion X 256.

New York & New England Railroad... to Putnam.
New York & New England Division (N. & W. Div.)... to New London.
Norwich Line... to New York.

Excursion X 709.

Old Colony Railroad (Providence Div.)... to Providence.
Providence & Stonington Steamboat Company (Providence Line)... to New York.

Excursions from New York Ending at Boston or New York.**No. 1.—Excursion X 830.**

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277... to Montreal.
Richelieu & Ontario Navigation Co.'s Steamer... to Quebec.
Ferry... to Point Levi.
Grand Trunk Railway... to Sherbrooke.
Boston & Maine Railroad... to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad... to Lunenburg.
Maine Central Railroad... to Fabyan's.
Concord & Montreal Railroad... to Nashua.
Boston & Maine Railroad... to Boston.
Choice of Routes (Excursions X 254, X 255, X 256 or X 709) shown above. Boston to New York.

RATES from New York

Via Utica and Clayton.....to Boston, \$26.50	To New York.....\$31.00
Via Niagara Falls.....to Boston, 33.00	To New York.....37.50

No. 2.—Excursion X 831.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277... to Montreal.
Richelieu & Ontario Navigation Co.'s Steamer... to Quebec.
Ferry... to Point Levi.
Grand Trunk Railway... to Sherbrooke.
Boston & Maine Railroad... to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad... to Lunenburg.
Maine Central Railroad... to Fabyan's.
Concord & Montreal Railroad... to Base.

Mount Washington Railway.....	to Summit.
Milliken's Stage Line	to Glen House.
Milliken's Stage Line.....	to Gorham.
Grand Trunk Railway.....	to Portland.
Boston & Maine Railroad.....	to Boston.
Choice of Routes (Excur's X 254, X 255, X 256 or X 709 page 300.. Boston to New York.	

RATES from New York.

Via Utica and Clayton.....	to Boston, \$36.00	to New York.....	\$40.50
Via Niagara Falls.....	to Boston, 42.50	to New York.	47.00

No. 3.—Excursion X 832.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Richelieu & Ontario Navigation Company's Steamer.....	to Quebec.
Ferry.....	to Point Levi.
Quebec Central Railway.....	to Sherbrooke.
Boston & Maine Railway.....	to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad.....	to Lunenburg.
Maine Central Railroad.....	to Fayban's.
Concord & Montreal Railroad.....	to Nashua.
Boston & Maine Railroad.....	to Boston.
Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300 Boston to New York.	

RATES from New York.

Via Utica and Clayton.....	to Boston, \$36.50	to New York.	\$31.00
Via Niagara Falls.....	to Boston, 33.00	to New York.	37.50

No. 4.—Excursion X 833.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Richelieu & Ontario Navigation Company's Steamer.....	to Quebec.
Ferry.....	to Point Levi.
Quebec Central Railway	to Sherbrooke.
Boston & Maine Railroad.	to St. Johnsbury.
St. Johnsbury & Lake Champlain Railroad.....	to Lunenburg.
Maine Central Railroad.....	to Fabyan's.
Concord & Montreal Railroad.....	to Base.
Mount Washington Railway.....	to Summit.
Milliken's Stage Line.....	to Glen House.
Milliken's Stage Line	to Gorham.
Grand Trunk Railway.	to Portland.
Boston & Maine Railroad	to Boston.
Choice of Routes (Excur's X 254, X 255, X 256, or X 709) page 300.. Boston to New York.	

RATES from New York.

Via Utica and Clayton	to Boston, \$36.00	to New York.	\$40.50
Via Niagara Falls	to Boston, 42.50	to New York	47.00

No. 5.—Excursion X 638.

Choice of Routes Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Grand Trunk Railway	to St. John's.
Central Vermont Railroad.....	to Montpelier.
Montpelier & Wells River Railroad.....	to Wells River.
Concord & Montreal Railroad	to Fabyan's.
Maine Central Railroad	to Portland.
Boston & Maine Railroad.	to Boston.
Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300.. Boston to New York.	

RATES from New York.

Via Utica and Clayton.....	to Boston, \$22.50	to New York	\$27.00
Via Niagara Falls	to Boston, 29.00	to New York	33.50

No. 6.—Excursion X 837.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277.....to Montreal.
 Canadian Pacific Railwayto Newport.
 Boston & Maine Railroad.....to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad.....to Lunenburg.
 Maine Central Railroadto Portland
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709), page 300...Boston to New York.

RATES from New York.

Via Utica and Claytonto Boston, \$22.50 to New York.....\$27.00
 Via Niagara Fallsto Boston, 29.00 to New York..... 33.50

No. 7.—Excursion X 640.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroadto Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Base.
 Mount Washington Railway.....to Summit.
 Stage.....to Glen House.
 Stage.....to Glen Station.
 Maine Central Railroad.....to North Conway.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300...Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$32.00 to New York.....\$36.50
 Via Niagara Falls.....to Boston, 38 50 to New York..... 43.00

No. 8.—Excursion X 641.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railwayto St. John's.
 Central Vermont Railroad.....to Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Base.
 Mount Washington Railway.....to Summit.
 Stageto Glen House.
 Stage.....to Gorham.
 Grand Trunk Railway.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300...Boston to New York.

RATES from New York.

Via Utica & Clayton.....to Boston, \$32.00, to New York.....\$36.50
 Via Niagara Falls.....to Boston, 38.50, to New York..... 43.00

No. 9.—Excursion X 838.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Canada Pacific Railwayto Newport.
 Boston & Maine Railroad.....to St. Johnsbury.
 St. Johnsbury & Lake Champlain Railroad.....to Lunenburg.
 Maine Central Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Base.
 Mount Washington Railroad.....to Summit.
 Stage.....to Glen House.
 Stage.....to Gorham.
 Grand Trunk Railway.....to Portland.
 Boston & Maine Railway.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300...Boston to New York.

RATES from New York.

Via Utica and Claytonto Boston, \$32.00 to New York\$36.50
 Via Niagara Fallsto Boston, 38.50 to New York 43.00

No. 10.—Excursion X 643.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railwayto St. John's.
 Central Vermont Railroad.....to Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroadto Fabyan's.
 Concord & Montreal Railroadto Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X709) page 300..Boston to New York.

RATES from New York.

Via Utica and Clayton	to Boston, \$22.50	to New York	\$27.00
Via Niagara Falls	to Boston, 29.00	to New York	33.50

No. 11.—Excursion X 644.

Choice of Routes (Excur's 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railwayto St. John's.
 Central Vermont Railroad.....to White River Junction.
 Boston & Maine Railroad.....to Concord.
 Concord & Montreal Railroadto Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300..Boston..to New York.

RATES from New York.

Via Utica and Clayton	to Boston, \$22.50	to New York	\$27.00
Via Niagara Falls	to Boston, 29.00	to New York	33.50

No. 12.—Excursion X 268.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277...to Montreal.
 Grand Trunk Railwayto St. John's.
 Central Vermont Railroad.....to Windsor.
 Vermont Valley Railroad.....to Bellows Falls.
 Cheshire Railroadto Fitchburg.
 Fitchburg Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300..Boston to New York.

RATES from New York.

Via Utica and Clayton.....	to Boston, \$22.50	to New York	\$27.00
Via Niagara Falls	to Boston, 29.00	to New York	33.50

No. 13.—Excursion X 269.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroadto Burlington.
 Lake Champlain Steamersto Fort Ticonderoga.
 Delaware & Hudson Railroad.....to Baldwin.
 Lake George Steamersto Caldwell.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Bellows Falls.
 Cheshire Railroad.....to Fitchburg.
 Fitchburg Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300..Boston to New York.

RATES from New York.

Via Utica and Clayton.....	to Boston, \$27.35	to New York	\$31.85
Via Niagara Falls.....	to Boston, 33.85	to New York	38.35

No. 14.—Excursion X 270.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railway.....to Rouse's Point.
 Delaware & Hudson Railroad.....to Baldwin.
 Lake George Steamer.....to Caldwell.
 Delaware & Hudson Railroad.....to Rutland.
 Central Vermont Railroad.....to Bellows Falls.
 Cheshire Railroad.....to Fitchburg.
 Fitchburg Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300...Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$27.35	to New York.....\$31.85
Via Niagara Falls.....to Boston, 33.85	to New York.....38.35

No. 15.—Excursion X 645.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railway.....to St. John's.
 Central Vermont Railroad.....to Montpelier.
 Montpelier & Wells River Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Fabyan's.
 Maine Central Railroad.....to North Conway.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300...Boston to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$22.50	to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00	to New York.....33.50

No. 16.—Excursion X 646.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Canadian Pacific Railway.....to Newport.
 Boston & Maine Railroad.....to Wells River.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300..Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$22.50	to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00	to New York.....33.50

No. 17.—Excursion X 865.

Choice of Routes (Excursions 171, 877, 89, 824, 10 5 or 825) page 277.....to Montreal.
 Grand Trunk Railway.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300...Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$22.50	to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00	to New York.....33.50

No. 18.—Excursion X 647.

Choice of Routes (Excursions 171, 877, 89, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railway.....to Groveton Junction.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300..Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$22.50	to New York.....\$27.00
Via Niagara Falls.....to Boston, 29.00	to New York.....33.50

No. 19.—Excursion X 648.

Choice of Routes (Excursion 171, 877, 89, 824, 1085 or 825) pages 277..to Montreal.
 Grand Trunk Railway.....to Gorham.
 Milliken's Stages.....to Glen House.
 Milliken's Stages.....to Summit Mount Washington.
 Mt. Washington Railway.....to Base Mt. Washington.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 703) page 300, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$35.75 to New York.....\$37.90
 Via Niagara Falls.....to Boston, 42.25 to New York.....44.40

No. 20.—Excursion X 649.

Choice of Routes (Excursions 823 or 827) page 289.....to Quebec.
 Grand Trunk Railway.....to Gorham.
 Milliken's Stages.....to Glen House.
 Milliken's Stages.....to Summit Mount Washington.
 Mount Washington Railway.....to Base Mount Washington.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$40.15 to New York.....\$42.30
 Via Niagara Falls.....to Boston, 46.65 to New York.....48.80

No. 21.—Excursion X 650.

Choice of Routes (Excursions 826 or 827) page 289.....to Quebec.
 Grand Trunk Railway.....to Gorham.
 Milliken's Stages.....to Glen House.
 Milliken's Stages.....to Summit Mount Washington.
 Mount Washington Railway.....to Base Mount Washington.
 Concord & Montreal Railroad.....to Fabyan's.
 Maine Central Railroad.....to North Conway.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$40.15 to New York.....\$42.30
 Via Niagara Falls.....to Boston, 46.65 to New York.....48.80

No. 22.—Excursion X 651.

Choice of Routes (Excursions 826 or 827) page 289.....to Quebec.
 Grand Trunk Railway.....to Groveton Junction.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad...to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300, Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$26.50 to New York.....\$31.00
 Via Niagara Falls.....to Boston, 33.00 to New York.....37.50

No. 23.—Excursion X 426.

Choice of Routes (Excursions 826 or 827) page 289.....to Quebec.
 Ferry.....to Point Levi.
 Intercolonial Railway.....to Halifax.
 Intercolonial Railway.....to St. John.
 International Steamship Company.....to Portland.
 Boston & Maine Railroad...to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709) page 300..Boston to New York.

RATES from New York.

Via Utica.....to Boston, \$37.00 to New York.....\$41.50
 Via Niagara Falls.....to Boston, 43.50 to New York.....48.00

No. 24.—Excursion X 834.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Richelieu & Ontario Navigation Company's Steamer.....to Quebec.
 Ferry.....to Point Levi.
 Grand Trunk Railway.....to Groveton Junction.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709, shown on page 300).to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$26.50 to New York.....\$31.00
 Via Niagara Falls.....to Boston, 33.00 to New York.....37.50

No. 25.—Excursion X 835.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Richelieu & Ontario Navigation Company's Steamer.....to Quebec.
 Ferry.....to Point Levi.
 Grand Trunk Railway.....to Groveton Junction.
 Concord & Montreal Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Base.
 Mount Washington Railroad.....to Summit.
 Milliken's Stage Line.....to Glen House.
 Milliken's Stage Line.....to Gorham.
 Grand Trunk Railway.....to Portland.
 Boston & Maine Railroad.....to Boston.
 Choice of Routes (Excur's X 254, X 255, X 256 or X 709 shown on page 300).to New York.

RATES from New York.

Via Utica and Clayton.....to Boston, \$36.00 to New York.....\$40.50
 Via Niagara Falls.....to Boston, 42.50 to New York.....47.00

Excursions from New York, Ending at New York.**No. 26.—Excursion X 1071.**

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Grand Trunk Railway.....to Coteau Junction.
 Central Vermont Railroad.....to Malone Junction.
 Mohawk & Malone Railway (A. & St. L. Line).....to Herkimer.
 New York Central & Hudson River Railroad.....to New York.

RATES from New York.

Via Utica and Clayton.....\$23.50
 Via Niagara Falls.....30.00

No. 27.—Excursion X 839.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....to Montreal.
 Canadian Pacific Railway.....to Newport.
 Boston & Maine Railroad.....to St. Johnsbury.
 St. Johnsbury and Lake Champlain Railway.....to Lunenburg.
 Maine Central Railroad.....to Fabyan's.
 Concord & Montreal Railroad.....to Nashua.
 Boston & Maine Railroad.....to Worcester.
 New York, Providence & Boston Railroad.....to Stonington.
 Stonington Line.....to New York.

or

Providence Line.....Providence to New York.

RATES from New York.

Via Utica and Clayton.....\$27.00
 Via Niagara Falls.....33.50

No. 28.—Excursion X 158.

(Via Alexandria Bay and Ottawa ; returning via Lake Champlain, Lake George and Saratoga.)

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Steamer.....	to Alexandria Bay.
Steamer.....	to Ogdensburg.
Ferry.....	to Prescott.
Canadian Pacific Railway.....	to Ottawa.
Ottawa River Navigation Company's Steamer.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Plattsburgh.
Lake Champlain Steamer.....	to Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$25.00

No. 29.—Excursion X 159.

(Via Alexandria Bay and Ottawa ; returning via Rouse's Point and Saratoga.)

New York Central & Hudson River Railroad.....	to Utica.
Rome, Watertown & Ogdensburg Railroad.....	to Clayton.
Steamer.....	to Alexandria Bay.
Steamer.....	to Ogdensburg.
Ferry.....	to Prescott.
Canadian Pacific Railway.....	to Ottawa.
Ottawa River Navigation Company's Steamer.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATE from New York.....\$23.50

No. 30.—Excursion X 221.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Clayton.....	\$23.50
Via Niagara Falls.....	30.00

No. 31.—Excursion X 222.

Choice of Routes (Excursions 171, 89, 877, 824, 1685 or 825) page 277.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Rutland.
Dennington & Rutland Railway.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$23.50
Via Niagara Falls.....	30.00

No. 32.—Excursion X 223.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Grand Trunk Railway.....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamers.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$25.00
Via Niagara Falls.....	31.50

No. 33.—Excursion X 653.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Montpelier.
Montpelier & Wells River Railroad.....	to Wells River.
Concord & Montreal Railroad.....	to Fabyans.
Concord & Montreal Railroad.....	to Wells River.
Boston & Maine Railroad.....	to White River Junction.
Central Vermont Railroad.....	to Windsor.
Vermont Valley Railroad.....	to Brattleboro.
Central Vermont Railroad.....	to South Vernon.
Connecticut River Railroad.....	to Springfield.
New York, New Haven & Hartford Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$28.10
Via Niagara Falls.....	34.60

No. 34.—Excursion X 654.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railway.....	to Montpelier.
Montpelier & Wells River Railroad.....	to Wells River.
Concord & Montreal Railroad.....	to Fabyan's.
Concord & Montreal Railroad.....	to Wells River.
Montpelier & Wells River Railroad.....	to Montpelier.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamers.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$31.20
Via Niagara Falls.....	37.70

No. 35.—Excursion X 274.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825) page 277.....	to Montreal.
Grand Trunk Railway.....	to St. John's.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamers.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.

RATES from New York.

Via Utica and Clayton.....	\$25.00
Via Niagara Falls.....	31.50

No. 36.—Excursion X 418.

Same as Excursion 360, page 285.....	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$27.85	

No. 37.—Excursion X 419.

Same as Excursion 360, page 285.....	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$29.35	

No. 38.—Excursion X 420.

Same as Excursion 360, page 285.....	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Central Vermont Railroad.....	to Rutland.
Bennington & Rutland Railroad.....	to White Creek.
Fitchburg Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$27.85	

No. 39.—Excursion X 421.

Same as Excursion 360, page 285.....	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$27.85	

No. 40.—Excursion X 422.

Same as Excursion 360, page 285.....	to Ogdensburg.
Central Vermont Railroad (O. & L. C. Division).....	to Rouse's Point.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE from New York.....\$29.35	

No. 41.—Excursion X 732.

Choice of Routes (Excursions 171, 89, 877, 824, 1085 or 825), page 277.....	to Montreal.
Grand Trunk Railway.....	to Groveton Jct.
Concord & Montreal Railroad.....	to Fabyan's.
Concord & Montreal Railroad.....	to Wells River.
Montpelier & Wells River Railroad.....	to Montpelier.
Central Vermont Railroad.....	to Burlington.
Lake Champlain Steamer.....	to Fort Ticonderoga.
Delaware & Hudson Railroad.....	to Baldwin.
Lake George Steamer.....	to Caldwell.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATES from New York.	
Via Utica and Clayton.....	\$32.70
Via Niagara Falls.....	39.20

EXTENSION, OR SIDE TRIP TICKETS.

To be sold only in connection with tickets issued by New York Central & Hudson River Railroad, reading to or passing points from which they start.

Ausable Chasm and Return (from Port Kent).—Excursion X 657.

Keeseville, Ausable Chasm & Lake Champlain Railroad.....	to Chasm and return.
RATE from Port Kent.....50 cents.	

**Bar Harbor and Return (from Portland).
Excursion X 285.**

Maine Central Railroad.....	Portland to Rockland.
Boston & Bangor Steamship Line.....	to Bar Harbor.
(Returning over same route.)	
RATE from Portland.....\$7.00.	

Excursion X 286.

Maine Central Railroad.....	Portland to Rockland.
Portland, Bangor, Mt. Desert & Machias Steamboat Line.....	to Bar Harbor.
(Returning over same route)	
RATE from Portland.....\$7.00.	

Excursion X 287.

Maine Central Railroad.....	Portland to Bar Harbor.
(Returning over same route.)	
RATE from Portland.....\$11.00.	

Special Excursion X 287.

Maine Central Railroad.....Portland to Bar Harbor.

(Returning over same route.)

RATE from Portland.....\$8.50.

(Special Excursion X 287 is good only for a continuous passage in each direction.)

Halifax, N. S., and Return (from Portland).—Excursion X 753.

(Continuous passage.)

Maine Central Railroad.....to Vanceboro.

Canadian Pacific Railway.....to St. John.

Inter-Colonial Railway.....to Halifax.

(Returning over same route.)

RATE from Portland.....\$18.50.

Halifax, N. S., and Return (from Boston).—Excursion X 1095.

Canada-Atlantic & Plant Steamship Line.....to Halifax.

Canada-Atlantic & Plant Steamship Line.....to Boston.

RATE from Boston.....\$12.00.

NOTE.—Until June 26, 1893, steamer will leave Boston weekly, commencing on that date, steamers will leave Boston on Tuesday, Thursday and Saturday of each week, until close of service.

Lake Edward, P. Q., and Return (from Quebec).—Excursion X 841.

Quebec & Lake St. John Railway.....to Lake Edward.

Quebec & Lake St. John Railway.....to Quebec.

RATE from Quebec.....\$5.00.

Lake George and Return (from Caldwell).—Excursion X 248.

Lake George Steamer from Caldwell to any of the following landings on Lake George and return to Caldwell.

Rates from Caldwell.

Bolton.....\$1.00 Kattskill.....\$1.00

Fourteen Mile Island..... 1.00 Pearl Point..... 1.00

Green Island (Sagamore Hotel)..... 1.00 Trout Pavilion..... 1.00

Hulett's Landing..... 1.60

Hotel Algonquin, N. Y., and Return (from Saranac Lake).—Excursion X 1077.

Hardings Carriage Line.....to Hotel Algonquin.

Hardings Carriage Line.....to Saranac Lake.

RATE from Saranac Lake.....75 cents.

Hotel Ampersand, N. Y., and Return (from Saranac Lake).—Excursion X 1078.

Ampersand Carriage Line.....to Hotel Ampersand.

Ampersand Carriage Line.....to Saranac Lake.

RATE from Saranac Lake.....75 cents.

Lake St. John, P. Q.**Quebec to Roberval, P. Q.—Excursion X 613.**

Quebec & Lake St. John Railway.....to Roberval.

RATE from Quebec, P. Q.....\$5.95.

Quebec to Roberval, P. Q. (Lake St. John), and Return.—Excursion X 614.

Quebec & Lake St. John Railway.....to Roberval.

Quebec & Lake St. John Railway.....to Quebec.

RATE from Quebec, P. Q.....\$8.00.

Quebec to Chicoutimi, P. Q. and Return.—Excursion X 1081.

Quebec & Lake St. John Railway.....to Roberval.

*Quebec & Lake St. John Railway (See foot noteto Chicoutimi.

(Returning over same route.)

RATE from Quebec, P. Q.....\$9.50.

* NOTE.—Chicoutimi extension of the Quebec & Lake St. John Railway will not be in operation until July 1, 1893.

Quebec to Chicoutimi, P. Q., and Return.—Excursion X 1084.

Quebec & Lake St. John Railwayto Roberval.

*Quebec & Lake St. John Railway (See foot note).....to Chicoutimi.

Richelieu & Ontario Navigation Co.....to Quebec.

RATE from Quebec, P. Q.....\$10.25.

Mount McGregor, N. Y., and Return (from Saratoga).—Excursion X 309.

Mount McGregor Railroad.....to Mt. McGregor.

Mount McGregor Railroad.....to Saratoga.

RATE from Saratoga.....\$1.00.

Niagara-on-the-Lake, Ont., and Return (from Niag. Falls).—Excursion X 656.

New York Central & Hudson River Railroad.....to Lewiston.

Niagara Navigation Co.....to Niagara-on-the-Lake.

(Returning over same route.)

RATE from Niagara Falls.....80 cents.

Portsmouth, N. H., and Return (from Boston).—Excursion X 73b.

Boston & Portsmouth Steamship Co.....to Portsmouth.

Boston & Portsmouth Steamship Co.....to Boston.

RATE from Boston.....\$1.50.

Profile House and Return (from Bethlehem Junc.).—Excursion X 283.

Profile & Franconia Notch Railroad.....Bethlehem Junction to Profile House and return.

RATE from Bethlehem Junction.....\$3.00.

Quebec and Return (from Montreal).—Excursion X 836.

Richelieu & Ontario Navigation Company.....to Quebec.

(Returning over same route.)

RATE from Montreal.....\$5.00.

Richfield Springs and Return (from Utica).—Excursion X 52.

Delaware, Lackawanna & Western Railroad.....to Richfield Springs.

Delaware, Lackawanna & Western Railroad.....to Utica.

RATE from Utica.....\$2.00.

Via Richelieu & Ontario Navigation Company (from Quebec).**Quebec to Murray Bay, P. Q., and Return.—Excursion X 710.**

Richelieu & Ontario Navigation Company.....to Murray Bay.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$4.00.

Quebec to Riviere Du Loup, P. Q., and Return.—Excursion X 710.

Richelieu & Ontario Navigation Company.....to Riviere Du Loup.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$4.00.

Quebec to Tadousac, P. Q., and Return.—Excursion X 710.

Richelieu & Ontario Navigation Company.....to Tadousac.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$5.00.

Quebec to Ha Ha Bay, P. Q., and Return.—Excursion X 710.

Richelieu & Ontario Navigation Company.....to Ha Ha Bay.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$3.00.

Quebec to Chicoutimi, P. Q., and Return.—Excursion X 710.

Richelieu & Ontario Navigation Company.....to Chicoutimi.

Richelieu & Ontario Navigation Company.....to Quebec.

RATE from Quebec.....\$8.00.

* NOTE.—*Chicoutimi extension of the Quebec & Lake St. John Railway will not be in operation until July 1, 1893.*

St. Andrews, N. B., and Return (from Portland).—Excursion X 751.

(Continuous passage.)

Maine Central Railroad.....to Vanceboro.
 Canadian Pacific Railway.....to St. Andrews.
 (Returning over same route.)

RATE from Portland.....\$11.00.

St. John, N. B. (from Portland).—Excursion X 752.

(Continuous passage.)

Maine Central Railroad.....to Vanceboro.
 Canadian Pacific Railway.....to St. John.
 (Returning over same route.)

RATE from Portland.....\$11.00

Saranac Lake House, N. Y., and Return (from Saranac Lake).—Excursion X 1079.

Miller's Carriage Line.....to Saranac Lake House.
 Miller's Carriage Line.....to Saranac Lake.

RATE from Saranac Lake.....75 cents.

Toronto, Ont., and Return (from Niagara Falls).—Excursion 307 R.

New York Central & Hudson River Railroad.....to Lewiston.
 Niagara Navigation Company's Steamer.....to Toronto.
 (Returning over same route.)

RATE from Niagara Falls.....\$2.25

Trenton Falls, N. Y., and Return.**Excursion X 1094 (from Herkimer).**

Mohawk & Malone Railway (A. & St. L. Line).....to Trenton Falls.
 Mohawk & Malone Railway (A. & St. L. Line).....to Herkimer.

RATE from Herkimer.....\$1.30

Excursion X 51 (from Utica).

Rome, Watertown & Ogdensburg Railroad.....to Trenton Falls.
 Rome, Watertown & Ogdensburg Railroad.....to Utica.

RATE from Utica.....\$1.00

Watkins Glen, N. Y., and Return.**Excursion X 577 (from Geneva).**

Fall Brook Coal Company's Railroad.....to Watkins.
 Fall Brook Coal Company's Railroad.....to Geneva.

RATE from Geneva.....\$1.25

Excursion X 578 (from Geneva).

Seneca Lake Steamer.....to Watkins.
 Seneca Lake Steamer.....to Geneva.

RATE from Geneva.....\$1.25

Excursion X 590 (from Lyons).

New York Central & Hudson River Railroad.....to Geneva.
 Fall Brook Coal Company's Railroad.....to Watkins.
 (Returning over same route.)

RATE from Lyons.....\$1.75

Excursion X 591 (from Lyons).

New York Central & Hudson River Railroad.....to Geneva.
 Seneca Lake Steamer.....to Watkins.
 (Returning over same route.)

RATE from Lyons.....\$1.75

Rates from Buffalo and Niagara Falls to Prominent Summer Excursion Points.

ADIRONDACK MOUNTAINS, N. Y.

Blue Mountain Lake.

(Via Saratoga.)

New York Central & Hudson River Railroad.....	to Schenectady.
Delaware & Hudson Railroad.....	to Saratoga.
Adirondack Railroad.....	to North Creek.
Stage	to Blue Mountain Lake.
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$22.00.

Bloomingdale Village.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone Railway (A. & St. L. Line).....	to Paul Smith's (Station).
Robeson's Carriage Line.....	to Bloomingdale Village.
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$16.80.

Childwold (Station).

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone Railway (A. & St. L. Line).....	to Childwold (Station).
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$14.25.

Childwold Park House.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone Railway (A. & St. Line).....	to Childwold (Station).
Ingold's Stage Line.....	to Childwold Park House.
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$16.25.

Fulton Chain.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone Railway (A. & St. L. Line).....	to Fulton Chain.
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$11.65.

Hinckley.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone Railway (A. & St. L. Line).....	to Hinckley.
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$10.10.

Honnedaga.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Honnedaga.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$10.25.

Hotel Algonquin.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Lake.
 Harding's Carriage Line.....to Hotel Algonquin.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$16.65.

Hotel Wawbeek.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Hotel Wawbeek.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$17.50.

Hotel Ampersand.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Lake.
 Ampersand Carriage Line.....to Hotel Ampersand.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$16.65.

Horseshoe Pond.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Horseshoe Pond.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$13.90.

Lake Clear.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Lake Clear.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$15.65.

Lake Placid.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Lake.
 *O'Brian's Stage Line.....to Lake Placid.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$17.90.

**If the Saranac Lake & Lake Placid Railroad, now in course of construction between Saranac Lake and Lake Placid, is completed in time for this season's business, passengers will be carried by railroad instead of stage.*

Loon Lake House.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Loon Lake (Station).
 Chase's Stage Line.....to Loon Lake House.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$17.80.

Loon Lake (Station.)

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Loon Lake.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$16.55.

Mountain View.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Mountain View.

(Returning over same route.)

Rate from Buffalo and Niagara Falls.....\$17.20.

Paul Smith's (Hotel.)

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Paul Smith's (Station).
 Paul Smith's Stage Line.....to Paul Smith's (Hotel).

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$17.15.

Paul Smith's (Station.)

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Paul Smith's (Station).

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$15.90.

Prospect.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Prospect.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$9.90.

Rainbow Lake.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Rainbow Lake.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$16.00.

Rustic Lodge.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Rustic Lodge.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$17.50.

Saranac Inn (Hotel).

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$16.50.

Saranac Inn (Station).

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Inn (Station).
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$15.50.

Saranac Club.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Inn (Station).
 Saranac Inn Stage Line.....to Saranac Inn (Hotel).
 Saranac Inn Steamer.....to Saranac Club.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$17.50.

Saranac Lake.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Lake.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$15.90.

Saranac Lake House.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Saranac Lake.
 Miller's Carriage Line.....to Saranac Lake House.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$16.65.

Tupper Lake Junction.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to Tupper Lake Junction.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$14.65.

White Lake.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....to Herkimer.
 Mohawk & Malone Railway (A. & St. L. Line).....to White Lake.
 (Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$10.85.

Alexandria Bay, N. Y.

New York Central & Hudson River.....to Syracuse.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.
 Thousand Island Steamboat Co.....to Alexandria Bay.

(Returning over same route.)

RATES from Buffalo and Niagara Falls.

With stop-over privileges.....\$12.50.

Limited to continuous passage..... 9.25.

Bar Harbor (Mount Desert), Maine.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany.....to Boston.
 Boston & Maine Railroad.....to Portland.
 Maine Central Railroad.....to Bar Harbor.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$35.30.

Block Island, Rhode Island.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Palmer.
 New London Northern Railroad.....to New London.
 Steamer.....to Block Island.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$21.30.

Bluff Point (Hotel Champlain), N. Y.

New York Central & Hudson River Railroad.....to Schenectady.
 Delaware & Hudson Railroad.....to Bluff Point.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$19.80.

Boston, Mass.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 Fall River Line.....to New York.
 New York Central & Hudson River Railroad.....to Niagara Falls.

RATE from Buffalo and Niagara Falls.....\$22.65.

Cottage City (Martha's Vineyard), Mass.

New York Central & Hudson River Railroad.....to Albany.
 Boston & Albany Railroad.....to Boston.
 Old Colony Railroad.....to Wood's Holl.
 Steamer.....to Cottage City.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....*\$23.30.

Clayton, N. Y.

New York Central & Hudson River Railroad.....to Syracuse.
 Rome, Watertown & Ogdensburg Railroad.....to Clayton.

(Returning over same route.)

RATES from Buffalo and Niagara Falls.

With stop-over privileges.....\$11.75.

Limited to continuous passage..... 8.80.

*This rate does not include transfer of passenger or baggage through Boston, in either direction.

Lake George (Caldwell), N. Y.

New York Central & Hudson River Railroad.....	to Schenectady.
Delaware & Hudson Railroad.....	to Caldwell.
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$15.25.

Montreal, P. Q.

(Via Adirondack & St. Lawrence Line.)

New York Central & Hudson River Railroad.....	to Herkimer.
Mohawk & Malone Railway (A. & St. L. Line).....	to Malone Junction.
Central Vermont Railroad.....	to Coteau Junction.
Grand Trunk Railway.....	to Montreal
(Returning over same route.)	

RATE from Buffalo and Niagara Falls.....\$19.00.

(Via Toronto and Rapids of the St. Lawrence.)

New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company.....	to Toronto.
Richelieu & Ontario Navigation Company.....	to Montreal.

RATE from Buffalo and Niagara Falls.....\$11.50.

Nantucket, Mass.

New York Central & Hudson River Railroad.....	to Albany.
Boston & Albany Railroad.....	to Boston.
Old Colony Railroad.....	to Wood's Holl.
Steamer.....	to Nantucket.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....* \$24.30.

Narragansett Pier, Rhode Island.

New York Central & Hudson River Railroad.....	to Albany.
Boston & Albany Railroad.....	to Palmer.
New London Northern Railroad.....	to New London.
New York, Providence & Boston Railroad.....	to Kingston.
Narragansett Pier Railroad.....	to Narragansett Pier.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$22.05.

Newport, Rhode Island.

New York Central & Hudson River Railroad.....	to Albany.
Boston & Albany Railroad.....	to Boston.
Old Colony Railroad.....	to Newport.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....* \$22.80.

or

New York Central & Hudson River Railroad.....	to Albany.
Boston & Albany Railroad.....	to Boston.
Old Colony Railroad.....	to Newport.
Fall River Line.....	to New York.
New York Central & Hudson River Railroad.....	to Buffalo or Niagara Falls.

RATE from Buffalo and Niagara Falls.....* \$23.35.

or

New York Central & Hudson River Railroad.....	to New York.
Fall River Line.....	to Newport.
Old Colony Railroad.....	to Boston.
Boston & Albany Railroad.....	to Albany.
New York Central & Hudson River Railroad.....	to Buffalo or Niagara Falls.

RATE from Buffalo and Niagara Falls.....* \$23.35.

or

New York Central & Hudson River Railroad.....	to New York.
Fall River Line.....	to Newport.

(Returning over same route.)

RATE from Buffalo and Niagara Falls.....\$23.00.

* This rate does not include transfer of passenger or baggage through Boston, in either direction.

New York.

New York Central & Hudson River Railroad.....	to Schenectady.
Delaware & Hudson Railroad.....	to Saratoga.
Delaware & Hudson Railroad.....	to Troy.
New York Central & Hudson River Railroad.....	to New York.
RATE.—From Buffalo....\$10.55, From Niagara Falls....\$10.70.	

Old Orchard Beach, Maine.

New York Central & Hudson River Railroad.....	to Albany.
Boston & Albany Railroad.....	to Boston.
Boston & Maine Railroad.....	to Old Orchard.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$25.30.	

Richfield Springs, N. Y.

New York Central & Hudson River Railroad.....	to Utica.
Delaware, Lackawanna & Western Railroad.....	to Richfield Springs.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$10.00.	

Saratoga, N. Y.

New York Central & Hudson River Railroad.....	to Schenectady.
Delaware & Hudson Railroad.....	to Saratoga.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$12 50.	

Toronto, Ont.

New York Central & Hudson River Railroad.....	to Lewiston.
Niagara Navigation Company's Steamer.....	to Toronto.
(Returning over same route.)	
RATES from Niagara Falls.	
Limited to Oct. 31st.....	\$2.25.
Limited to date of sale.....	2.00.

Watch Hill, Rhode Island.

New York Central & Hudson River Railroad.....	to Albany.
Boston & Albany Railroad.....	to Palmer.
New London Northern Railroad.....	to New London.
Steamer.....	to Watch Hill.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$20.65.	

or

New York Central & Hudson River Railroad.....	to New York.
New York, New Haven & Hartford Railroad.....	to New London.
Steamer.....	to Watch Hill.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$22.85.	

Watkins Glen, N. Y.

New York Central & Hudson River Railroad.....	to Geneva.
Fall Brook Railway.....	to Watkins.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$6.00.	

or

New York Central & Hudson River Railroad.....	to Geneva.
Seneca Lake Steamers.....	to Watkins.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$4.00.	

or

New York Central & Hudson River Railroad.....	to Canandaigua.
Northern Central Railroad.....	to Watkins.
(Returning over same route.)	
RATE from Buffalo and Niagara Falls.....\$6.00.	

COLORADO



EXCURSION TICKETS.

From June 1st to September 30th, Excursion Tickets are sold to DENVER, COLORADO SPRINGS or PUEBLO and return at rate of **\$82.80** from New York.

Tickets are good if used to starting point prior to October 31, 1893, and are limited to continuous passage in each direction East of Colorado.

HOT SPRINGS,

ARKANSAS,

EXCURSION TICKETS.

Excursion Tickets are on sale throughout the year to HOT SPRINGS, ARK., and return, at rate of **\$63 85** from New York.

These tickets are limited to thirty (30) days from date of sale, on the going journey, and are good if used for return passage within three (3) months from such date.

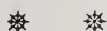
Stop-over allowed beyond St. Louis.

SUMMIT OF PIKE'S PEAK, COLORADO.

The Manitou & Pike's Peak R'y is in operation from June 15th to October 10th to the summit of Pike's Peak. Holders of tickets passing through Manitou can obtain side trip tickets to summit of Pike's Peak and return to Manitou, at rate of \$5.00.

For further information regarding routes, privileges, etc., etc., apply to any New York Central ticket agent.

PACIFIC COAST * *



EXCURSION TICKETS.

EXCURSION TICKETS to San Francisco, Cal., Los Angeles, Cal., San Diego, Cal., Tacoma, Wash., and Portland, Oregon, and return, via all routes, are on sale the year round at rate of

\$138.00 FROM NEW YORK.

If return from Portland, Oregon, via San Francisco, or from California points via Portland, Oregon, is desired, there is an extra charge of **\$20.00.**

These Tickets are good if used to Pacific Coast destination within sixty (60) days from date of purchase, and are valid for return passage within nine months from such date.

STOP-OVER PRIVILEGES are allowed on these tickets West of the Missouri River, and beyond St. Louis when route is via St. Louis and El Paso.

The route between New York, Chicago, St. Louis and New Orleans is the same in both directions, but West of those points return route can be varied if notice is given Agent when exchanging order at Mississippi or Missouri River points on going journey.

. . Mexico Excursion Tickets. . .

Excursion Tickets to City of Mexico and return can be purchased at rate of **\$120.85** from New York.

These Tickets are good if used to the Mexico State Line (Laredo, Tex., Eagle Pass, Tex., or El Paso, Tex.) within sixty days from date of purchase, and are valid if used to starting point within six months from such date.

Return route can be changed by arrangement with Agent when exchange order is validated.

Mexico excursion tickets are on sale throughout the year.

RATES for SCHOOL, FAMILY, and COMMUTATION TICKETS between NEW YORK and POUGHKEEPSIE and Intermediate Stations.

BETWEEN GRAND CENTRAL STATION OR THIRTIETH STREET AND	COMMUTATION TICKETS. 60 RIDES, LIMITED TO ONE MONTH.		FAMILY TICKETS. 50 RIDES, LIMITED TO ONE YEAR.		SCHOOL TICKETS. 46 RIDES, LIMITED TO ONE MONTH.									
	Rate per Month.	Rate.	1st Month.	2d Month.	3d Month.	4th Month.	5th Month.	6th Month.	7th Month.	8th Month.	9th Month.	10th Month.		
Spyuten Duyvil.....	\$4.45	\$7.50	\$4.95	\$4.65	\$4.35	\$3.95	\$3.65	\$3.30	\$3.00	\$2.65	\$2.65	\$2.65		
Riverdale.....	4.60	8.00	5.15	4.85	4.50	4.15	3.80	3.45	3.10	2.75	2.75	2.75		
Mount Saint Vincent.....	4.75	8.75	5.35	5.00	4.65	4.30	3.95	3.60	3.30	2.85	2.85	2.85		
Ludlow.....	5.10	9.50	5.80	5.40	5.00	4.60	4.25	3.85	3.45	3.10	3.10	3.10		
Yonkers.....	5.10	10.00	5.80	5.40	5.00	4.60	4.25	3.85	3.45	3.10	3.10	3.10		
Glenwood.....	5.35	10.00	5.95	5.55	5.15	4.75	4.35	4.00	3.60	3.30	3.30	3.30		
Hastings.....	5.75	12.25	6.45	6.05	5.60	5.15	4.75	4.30	3.90	3.45	3.45	3.45		
Dobb's Ferry.....	6.00	13.00	6.75	6.30	5.85	5.40	4.95	4.50	4.05	3.60	3.60	3.60		
Irvington.....	6.35	11.25	7.15	6.65	6.20	5.70	5.25	4.75	4.30	3.80	3.80	3.80		
Tarrytown.....	6.60	15.25	7.45	6.95	6.45	5.95	5.45	4.95	4.45	3.95	3.95	3.95		
Scarlborough.....	6.95	18.50	7.95	7.40	6.90	6.35	5.85	5.30	4.75	4.25	4.25	4.25		
Sing Sing.....	7.00	19.25	7.95	7.40	6.90	6.35	5.85	5.30	4.75	4.25	4.25	4.25		
Croton.....	7.50	21.50	8.45	7.90	7.40	6.85	6.35	5.85	5.30	4.80	4.80	4.80		
Oscawanna.....	7.70	22.75	8.65	8.05	7.50	6.90	6.35	5.75	5.20	4.60	4.60	4.60		
Cruger's.....	7.95	23.50	8.95	8.35	7.75	7.15	6.55	5.95	5.35	4.75	4.75	4.75		
Montrose.....	8.35	24.25	9.30	8.70	8.05	7.45	6.85	6.20	5.60	4.95	4.95	4.95		
Peekskill.....	8.95	26.00	9.95	9.35	8.60	7.95	7.30	6.60	5.95	5.30	5.30	5.30		
Highlands.....	9.00	29.00	10.10	9.45	8.75	8.10	7.40	6.75	6.05	5.40	5.40	5.40		
Garrison's.....	9.25	31.25	10.45	9.75	9.05	8.35	7.65	6.95	6.25	5.55	5.55	5.55		
West Point, or Cranston s.....														
Cold Spring.....	9.70	33.00	10.95	10.30	9.45	8.75	8.00	7.30	6.55	5.85	5.85	5.85		
Storm King.....	10.20	34.25	11.45	10.65	9.90	9.15	8.40	7.60	6.85	6.10	6.10	6.10		
Cornwall.....														
Dutchess Junction.....	10.50	35.75	11.90	11.15	10.35	9.55	8.75	7.95	7.15	6.35	6.35	6.35		
Fishkill.....	10.50	36.25	11.90	11.15	10.35	9.55	8.75	7.95	7.15	6.35	6.35	6.35		
Newburgh.....														
Low Point.....	11.40	39.00	12.90	12.05	11.20	10.35	9.45	8.60	7.75	6.90	6.90	6.90		
New Hamburg.....	11.45	40.75	12.90	12.05	11.20	10.35	9.45	8.60	7.75	6.90	6.90	6.90		
Camelot.....	11.85	43.50	13.40	12.50	11.60	10.75	9.85	8.95	8.05	7.15	7.15	7.15		
Poughkeepsie.....	12.25	46.00	13.85	12.90	12.00	11.10	10.15	9.25	8.30	7.40	7.40	7.40		
Grand Central Station and High Bridge.....														
Morris Heights.....	3.45	.....											
King's Bridge.....	3.70	5.50												
30th Street and Manhattan.....	4.10	6.50												
Manhattan.....														
152d Street.....	3.50	3.50												
Fort Washington.....	3.75	4.00												
Inwood.....	3.85	5.00												
.....	4.35	6.00												

Above mentioned tickets may be purchased at any time, and will be limited from date of purchase. They can be obtained from Commutation Agent in Grand Central Station, whose office is open from 8.30 A. M., to 5.30 P. M. daily, except Sundays and Holidays, or through agent at any station shown above.

HARLEM DIVISION—Rates for Commutation, Family and School Tickets Between New York and Pawling and Intermediate Stations.

BETWEEN GRAND CENTRAL STATION AND	COMMUTATION TICKETS. 60 RIDES, LIMITED TO ONE MONTH.		FAMILY TICKETS. 50 RIDES, LIMITED TO ONE YEAR.		SCHOOL TICKETS. 46 RIDES, LIMITED TO ONE MONTH.									
	Rate per Month.	Rate.	Rate.	Rate.	1st Month.	2d Month.	3d Month.	4th Month.	5th Month.	6th Month.	7th Month.	8th Month.	9th Month.	10th Month.
Harlem (125th Street).....	\$2.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mott Haven (138th Street).....	2.50	.....	.....	.....	\$3.50	3.25	\$3.00	\$2.80	\$2.55	\$2.30	\$2.10	\$1.85	\$1.85	\$1.85
Melrose.....	3.00	.....	.....	.....	3.70	3.45	3.20	2.95	2.70	2.45	2.20	1.95	1.95	1.95
Morrisania.....	3.25	.....	.....	.....	4.00	3.70	3.45	3.20	2.95	2.60	2.40	2.10	2.10	2.10
Claremont Park.....	3.50	.....	.....	.....	4.20	3.90	3.60	3.35	3.00	2.80	2.50	2.25	2.25	2.25
Tremont.....	3.70	.....	.....	.....	4.40	4.15	3.90	3.60	3.35	3.00	2.70	2.50	2.50	2.50
Fordham.....	3.85	.....	.....	.....	4.55	4.30	4.05	3.75	3.45	3.10	2.80	2.50	2.50	2.50
Bedford Park Station.....	4.10	.....	.....	.....	4.70	4.45	4.20	3.95	3.65	3.30	3.00	2.65	2.65	2.65
William's Bridge.....	4.45	.....	.....	.....	4.95	4.70	4.45	4.20	3.95	3.65	3.30	2.95	2.95	2.95
Woodlawn.....	4.60	.....	.....	.....	5.15	4.85	4.60	4.35	4.05	3.80	3.45	3.10	3.10	3.10
Washingtonville.....	4.80	.....	.....	.....	5.45	5.10	4.75	4.45	4.00	3.65	3.30	2.90	2.90	2.90
Mount Vernon.....	4.85	.....	.....	.....	5.45	5.10	4.75	4.35	4.00	3.65	3.30	2.90	2.90	2.90
Bronxville.....	5.10	.....	.....	.....	5.80	5.40	5.00	4.60	4.25	3.85	3.45	3.10	3.10	3.10
Tuckahoe.....	5.35	.....	.....	.....	5.95	5.55	5.15	4.75	4.35	4.00	3.60	3.20	3.20	3.20
Scarsdale.....	5.75	.....	.....	.....	6.45	6.05	5.60	5.15	4.75	4.30	3.90	3.45	3.45	3.45
Hartsdale.....	6.00	.....	.....	.....	7.40	6.90	6.40	5.90	5.40	4.90	4.45	3.95	3.95	3.95
White Plains.....	6.35	.....	.....	.....	7.15	6.65	6.20	5.70	5.25	4.75	4.30	3.80	3.80	3.80
Kensico.....	6.60	.....	.....	.....	7.45	6.95	6.45	5.95	5.45	4.95	4.45	3.95	3.95	3.95
Unionville.....	6.85	.....	.....	.....	7.75	7.25	6.75	6.20	5.70	5.20	4.65	4.15	4.15	4.15
Pleasantville.....	7.00	.....	.....	.....	7.95	7.40	6.90	6.35	5.85	5.30	4.75	4.25	4.25	4.25
Chappaqua.....	7.25	.....	.....	.....	8.25	7.70	7.15	6.60	6.05	5.50	4.95	4.40	4.40	4.40
Mount Kisco.....	7.70	.....	.....	.....	8.65	8.05	7.50	6.90	6.35	5.75	5.20	4.60	4.60	4.60
Bedford.....	8.25	.....	.....	.....	9.30	8.70	8.05	7.45	6.85	6.20	5.60	4.95	4.95	4.95
Katonah.....	8.95	.....	.....	.....	9.95	9.35	8.60	7.95	7.30	6.60	5.95	5.30	5.30	5.30
Golden's Bridge.....	9.00	.....	.....	.....	10.10	9.45	8.75	8.10	7.40	6.75	6.05	5.40	5.40	5.40
Somer's Centre.....	9.25	.....	.....	.....	10.45	9.75	9.05	8.35	7.65	6.95	6.25	5.55	5.55	5.55
Lake Mahopac.....	9.70	.....	.....	.....	10.95	10.20	9.45	8.75	8.00	7.30	6.55	5.85	5.85	5.85
Purdy's.....	9.25	.....	.....	.....	10.35	9.65	8.95	8.30	7.60	6.90	6.20	5.50	5.50	5.50
Croton Falls.....	9.25	.....	.....	.....	10.35	9.65	8.95	8.30	7.60	6.90	6.20	5.50	5.50	5.50
Brewsters.....	9.70	.....	.....	.....	10.45	9.75	9.05	8.35	7.65	6.95	6.25	5.55	5.55	5.55
Dyckman's.....	10.20	.....	.....	.....	10.95	10.20	9.45	8.75	8.00	7.30	6.55	5.85	5.85	5.85
Towner's.....	10.50	.....	.....	.....	11.45	10.65	9.90	9.15	8.40	7.60	6.85	6.10	6.10	6.10
Townsend.....	11.00	.....	.....	.....	11.90	11.15	10.35	9.55	8.75	7.95	7.15	6.35	6.35	6.35
Patterson.....	11.00	.....	.....	.....	12.40	11.60	10.75	9.95	9.10	8.30	7.45	6.60	6.60	6.60
Pawling.....	11.45	.....	.....	.....	12.90	12.05	11.20	10.35	9.45	8.60	7.75	6.90	6.90	6.90

Above-mentioned tickets may be purchased at any time, and will be limited from date of purchase. They can be obtained from Commutation Agent in Grand Central Station, whose office is open from 8.30 A. M. to 5.30 P. M. daily, except Sundays and Holidays, or through agent at any station shown above. Rate for fifty-ride tickets from stations north of Pawling can be obtained by applying to nearest ticket agent.

LIST OF HOTELS, BOARDING-HOUSES AND FARM HOUSES TAKING SUMMER BOARDERS.

For Description of Surroundings, Distances, Rate of Regular and Excursion Tickets, Train Service, etc., Refer to Index.

EXPLANATION OF REFERENCE MARKS.

JUNCTION POINT WITH RAILROAD.			JUNCTION POINT WITH RAILROAD.		
NEW YORK CENTRAL & HUDSON RIVER R. R.			NEW YORK CENTRAL & HUDSON RIVER R. R.		
A—Newburgh, Dutchess & Conn. R. R.			N—New York Central—Hudson Division.		
B—New York & Massachusetts R'y.			O—Mohawk		
C—Boston & Albany R. R.			P—Auburn Road.		
D—Kinderhook & Hudson R. R.			Q—Western Division.		
E—Fonda, Johnstown & Gloversville R. R.			R—Phila., Read, & New Eng. R. R.		
F—Adirondack & St. Lawrence Line.			S—Boston & Albany R. R.		
G—Rome, Watertown & Ogdensburg R. R.			T—Lebanon Springs R. R.		
H—Delaware, Lackawanna & Western R. R.			U—Clister & Delaware R. R.		
I—Delaware & Hudson R. R.			V—Stony Clove & Catskill Mountain R. R.		
K—Central Vermont R. R.			W—Catskill Mt. & Otis Elevating R'ys.		
L—Chateaugay R. R.			X—Catskill Mt. R. R.		
M—New York Central—Harlem Division.					
JUNCTION POINT WITH RAILROAD.			JUNCTION POINT WITH RAILROAD.		
NEW YORK CENTRAL & HUDSON RIVER R. R.			NEW YORK CENTRAL & HUDSON RIVER R. R.		
A—Arthursburg, N. Y.			N—New York Central—Hudson Division.		
A—Attlebury, N. Y.			O—Mohawk		
I—Addison Junc. (Lake George)			P—Auburn Road.		
I—Addison Junc. (Jk. Champlain)			Q—Western Division.		
I—Ausable, N. Y.			R—Phila., Read, & New Eng. R. R.		
K—Alburch Springs, Vt.			S—Boston & Albany R. R.		
"			T—Lebanon Springs R. R.		
M—Amenia, N. Y.			U—Clister & Delaware R. R.		
"			V—Stony Clove & Catskill Mountain R. R.		
"			W—Catskill Mt. & Otis Elevating R'ys.		
"			X—Catskill Mt. R. R.		
B—Ancram, N. Y.					
S—Adams, Mass.					
"					
"					
"					
Savoy, Mass.					
Adams, Mass.					
Adams, Mass.					
U—Allaben, N. Y.					

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	Accom.	TERMS PER WEEK.
A Arthursburg, N. Y.	Arthursburg, N. Y.	Farm House.	1½	E. G. Doughty.	8	\$5.00 to \$6.00
A Attlebury, N. Y.	Attlebury, N. Y.	"	1	B. T. Palmer.	30	5.00 to 7.00
I Addison Junc. (Lake George)	Hague, N. Y.	Phoenix Hotel.	10	M. Gilligan.	50	10.00 to 12.00
I Addison Junc. (Jk. Champlain)	Ticonderoga, N. Y.	Burling House.	5	L. F. Sprague.	125	9.00 to 14.00
I Ausable, N. Y.	Willisboro Point.	Ft. Ticonderoga Hotel.	1½	Gilligan & Stevens.	75	10.00 to 12.00
K Alburch Springs, Vt.	Wilmington, N. Y.	Storrs' House.	13	Ira H. Storrs.	20	8.00
"	Alburch Springs, Vt.	Bliss House.	13	L. M. Bliss.	50	8.00 to 10.00
"	Alburch Springs, Vt.	Mansion House.	1½	H. A. Mills.	200	5.00 to 15.00
"	Alburch Springs, Vt.	Atlantic House.	1½	H. H. Howe.	500	5.00 to 25.00
"	Alburch Springs, Vt.	Private Residence.	3½	Geo. Bremner.	12	4.00
"	Alburch Springs, Vt.	Farm House.	3½	Mrs. J. R. Dakin.	10	7.00
"	Alburch Springs, Vt.	Farm House.	3½	Geo. G. Smith.	10	5.00
"	Alburch Springs, Vt.	Farm House.	3½	Peter Pratt.	30	7.00 to 10.00
"	Alburch Springs, Vt.	Farm House.	3½	Mrs. E. E. Northrup.	10	8.00 to 10.00
"	Alburch Springs, Vt.	Farm House.	3½	Mrs. W. M. Gatt.	12	Apply
"	Alburch Springs, Vt.	Farm House.	3½	Mrs. Geo. Woodward.	15	4.00 to 6.00
"	Alburch Springs, Vt.	Farm House.	3½	Mrs. W. F. Card.	14	5.00 and upwards
"	Alburch Springs, Vt.	Farm House.	3½	Mrs. J. H. Fisk.	6	7.00
"	Alburch Springs, Vt.	Farm House.	3½	Mrs. Gilbert Potter.	6	6.00
"	Alburch Springs, Vt.	Farm House.	3½	Dennis Haskins.	10	7.00
"	Alburch Springs, Vt.	Farm House.	3½	Clarence J. Fales.	20	5.00 and upwards
"	Alburch Springs, Vt.	Farm House.	3½	C. Bowker.	30	Apply
"	Alburch Springs, Vt.	Farm House.	3½	M. D. Harrington.	10	5.00 to 7.00
"	Alburch Springs, Vt.	Farm House.	3½	J. S. Riseley.	25	6.00 to 8.00

u	Allaben, N. Y.	Boarding House	1	Thomas H. O'Neill	60	Apply
u	Arkville, N. Y.	Locust Grove House	1½	Nicholas Brown	30	Apply
"	"	Hoffman House	1½	H. B. Kelly	150	Apply
"	Margaretville, N. Y.	Ackerly House	1½	P. F. Hoffman	50	7.00 to 10.00
"	"	Private House	1½	Thos. Hill, Jr.	150	8.00 to 15.00
Δ	Brinckerhoff, N. Y.	Farm House	2½	W. A. Boyes	10	10.00
Δ	Billings, N. Y.	"	2½	Mrs. C. W. Emans	30	5.00
Δ	Barrytown, N. Y.	"	2	Mrs. E. D. Bartow	15	6.00 to 9.00
"	"	"	2	George Losee	6	6.00 to 8.00
"	"	"	2	W. F. Simmons	8	7.00
Δ	Amundale, N. Y.	Amundale Hotel	4	T. F. Cookingham	14	7.00
"	Red Hook, N. Y.	Farm House	4	Willis Burham	25	6.00
"	Heath, N. Y.	The Lodge	1	W. R. Lowry	25	6.00 to 10.00
"	Barrytown, N. Y.	Riverside Hotel	1½	C. E. Longendyke	15	7.00
"	Heath, N. Y.	Boarding House	5	Charles Miller	8	6.00 and 7.00
"	Upper Red Hook, N. Y.	"	3	A. J. Gedney	12	6.00 to 8.00
"	Red Hook, N. Y.	"	3	H. J. Curtis	15	5.00 to 7.00
"	"	Evergreen Farm	1	Miss J. L. Wilsey	20	4.00 to 6.00
"	Upper Red Hook, N. Y.	Boarding House	7	Edward Sitzer	15	5.00 and 6.00
"	Rock City, N. Y.	Farm House	6	L. Bruce	35	8.00 to 10.00
"	Hague, N. Y.	Hillside House	1	J. Coolidge	30	5.00 to 7.00
"	Hill View, N. Y.	Diamond Point House	1	A. W. Burton	60	10.00
"	"	Burton House	1	Mrs. Tippetts	45	8.00 to 10.00
"	Rogers Rock, Essex Co.	Cottage	1	T. J. Treadway	12	7.00
"	"	Rogers Rock Hotel	1	Chas. Fenton	150	14.00 to 21.00
"	Watson (No. 4), N. Y.	Fenton House	18	H. H. Covey	25	20.00
Δ	Old Forge, N. Y.	Camp Craig	3	J. H. Higby	25	20.00
"	"	Higby's Camp	3	O. D. Seavey	350	Apply
"	Bluff Point, N. Y.	Hotel Champlain	3	Henry A. Mann	25	10.00
"	Ballston Spa, N. Y.	Mann Boarding House	3	Mrs. J. B. Davis	20	5.00 to 10.00
"	"	Prospect Farm	14	Mrs. M. Baker	10	5.00 to 6.00
"	"	Boarding House	14	Mrs. J. Ledew	10	8.00 to 12.00
"	"	"	14	Mrs. J. H. Cole	15	Apply
κ	Barre, Vt.	Central House	1½	Geo. W. Jefford	30	8.00
κ	Bolton, Vt.	Riverside House	14	A. C. Rich	30	7.00
κ	Sudbury, Vt.	Hyde Manor	At	H. H. Bishop	25	7.00
κ	Salisbury, Vt.	Lake Dunmore House	8	A. W. Hyde	150	10.00 to 21.00
"	Brandon, Vt.	Hotel Brandon	8	Briggs & Bliss	100	8.00 to 15.00
"	Salisbury, Vt.	Mountain Spring House	8	J. K. Parsons	200	Apply
"	Bristol, Vt.	Commercial Hotel	5½	J. J. Ridley	300	Apply
"	"	Van Ness House	5½	F. A. Hatch	30	8.00
κ	Burlington, Vt.	Hotel Burlington	1½	H. N. Clark	25	10.00
"	"	Queen City Park House	1½	Delaney & Harrington	400	10.00 to 21.00
"	"	Terrace Hill Boarding House	2	L. Webb	100	7.00 to 15.00
"	Bedford, N. Y.	Private Residence	1	Mrs. James H. Birdsall	100	8.00 to 10.00
"	"	"	4½	Mrs. C. E. Drummond	30	6.00 to 8.00
"	"	"	4½	"	10	8.00 to 10.00

For explanation of reference marks in left-hand margin see page 324.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles From Sta. n.	NAME OF PROPRIETOR.	Accom.	TERMS PER WEEK.
m Bedford, N. Y.	Bedford, N. Y.	Blossom Heath Cottage.	1 1/4	Isaac Hutchings.	6	\$8.00
"	"	Farm House.	1 1/2	Mrs. R. Roseman.	15	5.00 to \$8.00
"	"	"	1 1/4	Chas. Adams.	30	6.00
"	"	"	3 1/2	Mrs. E. S. Howe.	12	6.00 to 7.00
m Brewster, N. Y.	Brewster, N. Y.	Moneta House.	3 1/4	C. P. Bacon.	30	Apply
"	"	Turk Hill House.	3 1/4	Mrs. Clark S. Penny.	20	7.00 to 8.00
"	"	Croton River House.	1 1/4	John S. Reed.	40	7.00 to 10.00
"	"	Brewster House.	At	Sta. S. E. McMahon.	60	Apply
"	Poughquag, N. Y.	Farm House.	1 1/2	Chas. N. Stowe.	10	6.00
"	"	The Maples.	3	Mrs. E. A. Kennedy.	6	Apply
"	Brewster, N. Y.	Lake View Farm House.	3	Mrs. H. G. Ryder.	20	5.00 to 10.00
"	"	Bailey Manor.	3	Mrs. F. C. Bailey.	10	6.00 to 10.00
"	"	Briggs House.	5	Newman Briggs.	12	6.00
m Boston Corners, N. Y.	North Salem, N. Y.	Mount Any Cottage.	1 1/4	Charles J. Smith.	10	6.00
s Berkshire, Mass.	Boston Corners, N. Y.	Farm House.	3	J. C. Pratt.	12	6.00
"	"	Hotel.	2	George Hall.	20	7.00 to 8.00
"	"	Brookside Farm.	4	J. A. Royce.	20	6.00 to 8.00
r Berlin, N. Y.	Berlin, N. Y.	Hotel.	1 1/4	E. B. Maxan.	12	6.00
"	"	Private Residence.	1 1/4	Dr. Gells.	2	Apply
v Brown's Station, N. Y.	Brown's Station, N. Y.	Farm House.	1	Philip H. Lasher.	20	8.00
"	"	Boarding House.	1 1/4	Albert Brown.	35	6.00 and 7.00
"	"	Mountain View House.	1 1/4	William Winn.	35	6.00 and 7.00
v Brodhead's Bridge, N. Y.	Brodhead's Bridge, N. Y.	Mountain View House.	1 1/4	D. W. Hoyer.	100	7.00
"	"	Maple Grove.	1 1/4	I. S. Bloom.	20	7.00 and 8.00
"	"	Farm House.	1	John Rinney.	10	6.00 and 7.00
v Boiceville, N. Y.	Boiceville, N. Y.	"	1 1/2	H. W. Davis.	20	6.00 and 7.00
"	"	"	1	John Hull.	12	6.00
v Big Indian, N. Y.	Big Indian, N. Y.	Slide Mountain House.	3 1/2	Byron Dutcher.	100	7.00 to 9.00
"	"	Mountain House.	2	Egerton & Joslin.	125	7.00
"	"	Boarding House.	2 1/2	Geo. E. Joclyn.	60	8.00
"	Bennington, Vt.	Hotel.	3	Sans Souci.	100	7.00 to 9.00
"	"	Putnam House.	1 1/2	L. Collins.	100	7.00 to 9.00
v Bennington Centre, Vt.	Bennington Centre, Vt.	Walloonisac House.	3 1/4	Walter H. Berry.	70	10.00 to 14.00
v Childswold, N. Y.	Childswold, N. Y.	Childswold Park House.	6 1/2	W. F. Ingold.	250	14.00 and upwards
"	"	Pond View House.	6 1/2	E. P. Gale.	75	Apply
"	"	Windfall House.	1 1/2	J. Sevey.	25	5.50
n Croton, N. Y.	Croton, N. Y.	Ferris House.	1 1/2	Ezra C. Ferris.	70	7.00
n Crugers, N. Y.	Crugers, N. Y.	Farm House.	1 1/2	Miss J. B. Andrews.	20	7.00 and 8.00
n Cold Spring, N. Y.	Cold Spring, N. Y.	Rockdale Farm.	6	Simon Boyce.	8	Apply
"	"	Highland Farm.	4	George Wright.	40	5.00 and 6.00
"	"	Meadow Side Farm House.	2	Mrs. C. B. Warren.	25	8.00
"	"	Brookside Farm. See note.	2 1/4	Mrs. A. B. Merritt.	25	7.00 and 8.00

Special Notice.—J. A. Royce. "Brookside Farm," Lanesboro, Mass., near Pittsfield; 12 rooms. Terms \$7.00 to \$10.00. Altitude 1,800 feet.

Special Notice.—Mrs. A. B. Merritt. Cold Spring-on-Hudson; Brookside Farm; 2 1/4 miles; pure mountain air; excellent water; quiet; adults, \$7.00 and \$8.00 per week; children half.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles From Sta'n.	NAME OF PROPRIETOR.	Accom.	TERMS PER WEEK.
1 Caldwell, N. Y. (Lake George).	Caldwell, N. Y.	Lake House.....		F. G. Tucker.....	250	\$15.00 to \$18.00
"	"	Central House.....	1 1/4	George Brown.....	100	8.00 to 12.00
"	"	Carpenter's Hotel.....		J. H. Carpenter.....	50	Apply
"	"	Crosby's Hotel.....		F. G. Crosby.....	200	12.00 to 17.00
"	"	Lotos Cottage.....		S. R. Archbald.....	30	10.00
"	"	Horion Lodge.....	5 1/2	Geo. A. Ferris.....	80	7.00 to 12.00
"	"	Boarding House.....		Mrs. J. Quinlan.....	25	8.00 to 10.00
"	"	Island Harbor House.....		A. C. Clifton.....	50	8.00 to 10.00
"	"	Trout House.....		J. Wheeler.....	35	7.00
"	"	Sheldon House.....	6	Garrison Sheldon.....	100	10.00 to 15.00
"	"	Grove Hotel.....	6	E. Wetmore.....	75	7.00 to 10.00
"	"	Trout Pavilion.....	6	J. M. Cronkhite.....	80	8.00 to 12.00
"	"	East Lake George House.....	6	Franklin Gates.....	50	7.00 to 9.00
"	"	Katiskill House.....	6	P. A. Scoville.....	125	10.00 to 12.00
"	"	Pearl Point House.....	12	D. W. Sherman.....		12.00 to 18.00
"	"	Marion House.....		H. L. Sherman.....		Apply
"	"	Brookdale Farm.....		J. J. Wilson.....	16	8.00
"	"	Farm House.....		Samuel Western.....	20	8.00
"	"	Hundred Island House.....		R. C. Bradey & Co.....	100	10.00 to 17.50
"	"	Hulet's Landing Hotel.....	5	W. H. Bender.....	100	10.00 to 15.00
"	"	14-Mile Island House.....	5	D. J. Gilligan.....	80	9.00 to 12.00
"	"	100 Island House.....	5	R. G. Bradley.....	80	10.70 to 21.00
"	"	Sherman House.....	5	H. Allen.....	100	10.00 to 14.00
"	"	Park Hotel.....	1/4	Evans & Jansen.....	125	8.00 to 20.00
"	"	Ballard House.....		G. J. Vanderwerker.....		Apply
"	"	Hotel Fenimore.....	1/4	Jesse Brown.....	12	10.00 to 21.00
"	"	Private Residence.....	1/4	Rev. Mrs. E. B. Bassett.....	75	7.00
"	"	Carr House.....		L. Carr.....	100	Apply
"	"	Central House.....	3	O. McCredy.....	100	8.00 to 14.00
"	"	Three Mile Point House.....	5	A. W. Thayer.....		Apply
"	"	Lake House.....		R. H. Walker.....	50	5.00 to 7.00
"	"	Bomosen House.....	1/4	Miner & Clifford.....		10.00 to 14.00
"	"	Farm House.....		Oscar L. Pond.....		6.00 to 10.00
"	"	Bixby's Hotel.....		M. J. Bixby.....	28	6.00 to 10.00
"	"	Chasm House.....	1 1/2	Chateaugay Chasm Co.....	100	10.00 to 14.00
"	"	Bellevue.....	8	Bennett & Kirby.....	40	6.00
"	"	Riverside Cottage.....	6	J. O'Connell.....	10	6.00 to 10.00
"	"	Mallett's Bay House.....	5	F. Gokey.....	75	6.00 to 10.00
"	"	The Fullerton.....	1 1/2	W. P. Chapin.....	50	7.00 to 14.00
"	"	Chester House.....	1/2	J. L. Sanborn.....	30	7.00 to 10.00
"	"	Farm House.....	2	J. T. Rogers.....	12	8.00
"	"	Private Dwelling.....	1/2	Jesse H. Sutton.....	16	6.00 to 8.00
1 Caldwell, N. Y. (Lake George).	Caldwell, N. Y.	Lake House.....		F. G. Tucker.....	250	\$15.00 to \$18.00
"	"	Central House.....	1 1/4	George Brown.....	100	8.00 to 12.00
"	"	Carpenter's Hotel.....		J. H. Carpenter.....	50	Apply
"	"	Crosby's Hotel.....		F. G. Crosby.....	200	12.00 to 17.00
"	"	Lotos Cottage.....		S. R. Archbald.....	30	10.00
"	"	Horion Lodge.....	5 1/2	Geo. A. Ferris.....	80	7.00 to 12.00
"	"	Boarding House.....		Mrs. J. Quinlan.....	25	8.00 to 10.00
"	"	Island Harbor House.....		A. C. Clifton.....	50	8.00 to 10.00
"	"	Trout House.....		J. Wheeler.....	35	7.00
"	"	Sheldon House.....	6	Garrison Sheldon.....	100	10.00 to 15.00
"	"	Grove Hotel.....	6	E. Wetmore.....	75	7.00 to 10.00
"	"	Trout Pavilion.....	6	J. M. Cronkhite.....	80	8.00 to 12.00
"	"	East Lake George House.....	6	Franklin Gates.....	50	7.00 to 9.00
"	"	Katiskill House.....	6	P. A. Scoville.....	125	10.00 to 12.00
"	"	Pearl Point House.....	12	D. W. Sherman.....		12.00 to 18.00
"	"	Marion House.....		H. L. Sherman.....		Apply
"	"	Brookdale Farm.....		J. J. Wilson.....	16	8.00
"	"	Farm House.....		Samuel Western.....	20	8.00
"	"	Hundred Island House.....		R. C. Bradey & Co.....	100	10.00 to 17.50
"	"	Hulet's Landing Hotel.....	5	W. H. Bender.....	100	10.00 to 15.00
"	"	14-Mile Island House.....	5	D. J. Gilligan.....	80	9.00 to 12.00
"	"	100 Island House.....	5	R. G. Bradley.....	80	10.70 to 21.00
"	"	Sherman House.....	5	H. Allen.....	100	10.00 to 14.00
"	"	Park Hotel.....	1/4	Evans & Jansen.....	125	8.00 to 20.00
"	"	Ballard House.....		G. J. Vanderwerker.....		Apply
"	"	Hotel Fenimore.....	1/4	Jesse Brown.....	12	10.00 to 21.00
"	"	Private Residence.....	1/4	Rev. Mrs. E. B. Bassett.....	75	7.00
"	"	Carr House.....		L. Carr.....	100	Apply
"	"	Central House.....	3	O. McCredy.....	100	8.00 to 14.00
"	"	Three Mile Point House.....	5	A. W. Thayer.....		Apply
"	"	Lake House.....		R. H. Walker.....	50	5.00 to 7.00
"	"	Bomosen House.....	1/4	Miner & Clifford.....		10.00 to 14.00
"	"	Farm House.....		Oscar L. Pond.....		6.00 to 10.00
"	"	Bixby's Hotel.....		M. J. Bixby.....	28	6.00 to 10.00
"	"	Chasm House.....	1 1/2	Chateaugay Chasm Co.....	100	10.00 to 14.00
"	"	Bellevue.....	8	Bennett & Kirby.....	40	6.00
"	"	Riverside Cottage.....	6	J. O'Connell.....	10	6.00 to 10.00
"	"	Mallett's Bay House.....	5	F. Gokey.....	75	6.00 to 10.00
"	"	The Fullerton.....	1 1/2	W. P. Chapin.....	50	7.00 to 14.00
"	"	Chester House.....	1/2	J. L. Sanborn.....	30	7.00 to 10.00
"	"	Farm House.....	2	J. T. Rogers.....	12	8.00
"	"	Private Dwelling.....	1/2	Jesse H. Sutton.....	16	6.00 to 8.00

M Chappaqua, N. Y.	Chappaqua, N. Y.	Farm House.	1	Mrs. Samuel Sarles.	16	6.00 to 8.00
"	"	Boarding House.	1	Mrs. Sophia Gill.	12	6.00
"	"	Boarding House.	13/4	E. B. Quinby	Apply	Apply
M Croton Falls, N. Y.	Croton Falls, N. Y.	Farm House.	12	Chauncey G. Bailey	35	6.00 to 8.00
R Canaan, Conn.	Canaan, Conn.	Boarding House.	12	Mrs. John A. Bailey	12	6.00 to 8.00
M Copake, N. Y.	Mount Washington, Mass.	Carpeting House.	30	St. F. Schworm.	20	7.00 to 10.00
"	"	Summit Farm.	1/2	E. W. Warner	200	6.00 and 7.00
"	"	Farm House.	3	O. C. Whitbeck	35	8.00 to 12.00
"	"	"	5	Ira L. Patterson.	25	8.00 to 10.00
"	"	"	3	H. F. Keith.	12	8.00 to 12.00
"	"	"	5	Frank S. Weaver.	50	8.00 to 12.00
"	"	"	3 1/2	Cornelius Brusie.	5	7.00 and 8.00
"	"	"	5	Linus Melius.	25	7.00 to 10.00
M Craryville, N. Y.	Alandar, Mass.	Hotel Alandar.	1 1/2	John C. Loop.	20	7.00 to 10.00
"	Copake Iron Works, N. Y.	Farm House.	1/2	Allen Stoppelen.	10	6.00
"	Alandar, Mass.	Ashey Hill Cottage.	4	D. W. Lasher.	50	5.00 and upwards
"	Craryville, N. Y.	Copake Island House.	1/2	Mrs. Sarah E. Haskins.	15	6.00
M Chatham, N. Y.	Chatham, N. Y.	Hoffman House.	3 1/2	Mrs. Sylvester Garner.	10	6.00 to 8.00
"	Spencertown, N. Y.	Maple Hill Farm.	1 1/2	W. L. Rowe	35	6.00
"	Chatham, N. Y.	Country Residence.	1 1/2	M. A. Harding.	12	Apply
"	East Chatham, N. Y.	Brookside Farm.	1 1/2	P. M. Gaul.	50	5.00 to 10.00
"	Chatham, N. Y.	Stanwix Hall.	4	Dr. E. W. Howes.	15	5.00 to 7.00
"	Spencertown, N. Y.	Peony Hill House.	1 1/2	Charles H. Clace.	25	Apply
"	Chatham, N. Y.	New York Electropathic Institute.	5	M. T. Palmer.	30	5.00
"	Spencertown, N. Y.	Fire Hill View House.	1	Charles Rosboro.	12	6.00
"	Spencertown, N. Y.	Fairview Farm.	N. Sta.	E. Finch.	40	7.00
"	Chatham, N. Y.	Chatham House.	1	Henry L. Warner	Apply	Apply
s Canaan, N. Y.	Canaan Four Corners, N. Y.	Echo Farm.	1	Mrs. S. B. Hamilton	20	7.00
"	"	Farm House.	1 1/2	E. W. Leavenworth	30	7.00
"	"	Orchard Farm.	1 1/2	Jacob B. Senk.	Apply	Apply
"	"	Leavenworth House.	1 1/2	T. Swift Benson.	20	8.00 to 15.00
N Dobb's Ferry, N. Y.	Dobb's Ferry, N. Y.	De Wint House.	1 1/2	John H. Edmonds.	75	6.00 and 7.00
M Dover Plains, N. Y.	Dover Plains, N. Y.	Pleasant View House.	1 1/2	Mrs. J. Van Ness Benson.	5	6.00
"	"	Cedar Villa Farm House.	1 1/2	Darius S. Benson.	8	Apply
"	"	Farm House.	2	E. Prince.	6	Apply
"	"	"	At Sta.	Mrs. E. Davis.	10	7.00
"	"	Dover Plains Hotel.	4 1/2	Julia A. Butler.	12	8.00
"	"	Farm House.	3 1/2	Mrs. Louisa K. Belding.	14	6.00
"	"	"	2	Wm. P. Rundall.	30	7.00 to 10.00
"	"	"	1	George Hufcut.	10	Apply
"	"	"	14	John J. Humeston.	10	8.00 to 10.00
"	"	Riverside House. See note.	3 1/2	D. W. North.	15	7.00 and 8.00
"	"	Grand View House.	1 1/2	Mrs. Parkhill.	80	6.00 to 10.00
"	"	Adirondack House.	5 1/2	"	4	6.00
"	"	Farm House.	"	"	"	"

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—Mrs. W. P. Rundall. Farm House, 2 miles from station; accommodate 8 to 10; P. O. Address, Box 81, Wassaic, N. Y.
Special Notice.—Geo. Hufcut. Farm House, delightfully located 1-4 mile from station; first-class accommodations for ten.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta. h.	NAME OF PROPRIETOR.	Accom.	TERMS PER WEEK.
I Essex, N. Y. (Lake Champlain)...	Essex, N. Y.	Baldwin House.	At Sta.	J. C. Lockin.	40	\$8.00 to \$12.00
K Essex Junction, Vt.	Essex Junction, Vt.	J. J. Dougherty.		Mrs. A. B. Garfield.	50	7.00 to 10.00
R East Canaan, Conn.	East Canaan, Conn.	Private House.	$\frac{1}{8}$	J. B. Caswell.	6	7.00 to 10.00
S East Chatham, N. Y.	East Chatham, N. Y.	Village House.	$\frac{1}{8}$	J. Jones Wilcox.	6	7.00
V Edgewood, N. Y.	Edgewood, N. Y.	Farm House.	1	A. J. Connelly.	15	Apply
A Fishkill Village, N. Y.	Fishkill Village, N. Y.	Edgewood House.	$\frac{1}{4}$	N. A. Peet.	30	7.00 and 8.00
"	"	Farm House.	$\frac{1}{2}$	Mrs. R. B. Cary.	25	Apply
"	"	Boarding House.		John H. Tiemeyer.	8	6.00 to 8.00
"	"	Union Hotel.		Frank L. Haight.	20	Apply
"	"	Farm House.	$\frac{1}{2}$	Carl E. Myers.	20	6.00
O Frankfort, N. Y.	Frankfort, N. Y.	Balloon Farm.	$\frac{1}{2}$	C. P. Woodworth.	10	10.00
S Flat Brook, N. Y.	Flat Brook, N. Y.	Farm House.	$\frac{1}{8}$	Wm. Mulehy.	10	Apply
F Forestport, N. Y.	Forestport, N. Y.	Forestport House.	$\frac{1}{8}$	R. J. Manshan.	22	4.50
"	"	Nehasane House.	$\frac{1}{8}$	Mrs. B. J. Getman.	26	4.00
"	"	Getman House.	1	E. Butler.	7.00	
"	"	New Sagamore.	40	David Helms.	20	12.00 to 15.00
F Fulton Chain, N. Y.	Long Lake, N. Y.	Grove House.	40	Helms & Smith.	50	10.00 to 14.00
"	"	Long Lake Hotel.	40	Garnon & Crosby.	50	Apply
"	"	Forge House.	$\frac{1}{4}$	Robert Perrie.	60	10.00
"	"	Third Lake House.	7	W. C. Auger.	25	15.00 to 17.00
"	"	Cedar Island Camp.	12	Fred Hess.	40	10.00
"	"	Hess' Camp.	13	Alonzo Wood.	40	10.00
"	"	Wood's Camp.	10	Emil Murer.	20	10.00
"	"	Big Moose Camp.	9	Powers & Smith.	20	15.00
"	"	Fourth Lake House.	7	Wm. Dart.	15	15.00
"	"	Dart's Camp.	16	C. H. Bennett.	75	17.50 to 25.00
"	"	The Antlers.	25	C. H. Bennett.	60	17.50 to 25.00
"	"	The Hemlocks.	25	M. Fletcher.	40	10.00 to 12.00
"	"	Forked Lake House.	33	J. O. A. Bryere.	50	12.00 to 18.00
"	"	Brightside to Raquette.	35	G. W. Tunneliff.	500	18.00 and upwards
"	"	Prospect House.	38	J. G. Holland.	300	Apply
"	"	Blue Mountain House.	38	Tyler M. Merwin.	80	10.00 to 15.00
"	"	Blue Mountain Lake House.	38	Henry C. Crane.	25	15.00
"	"	Maple Lodge.	35	M. D. Alger.	25	10.00
"	"	The Pines.	7	S. H. Thomas.	16	5.00
"	"	Old Forge, N. Y.	2	James K. Curtis.	50	Apply
"	"	Forest Home.	$\frac{1}{2}$	T. C. Banker.	25	Apply
U Fleischmann's, N. Y.	Fleischmann's, N. Y.	Maple Villa.	1	O. Vermilyea.	45	"
"	"	Griffin's Corners, N. Y.	1	D. H. Boughton.	50	"
"	"	Boarding House.	1	A. A. Van Valkenburg.	60	Apply
"	"	Breezy Hill House.	$\frac{1}{2}$	J. Hollman.	150	12.50 to 16.00
"	"	Boarding House.	$\frac{1}{2}$	J. W. Garrison.	6.00 to 10.00	
"	"	The Glenwood Hotel.	$\frac{1}{2}$	John Donohoe.		
"	"	Highland House.	$\frac{1}{2}$			
"	"	Garrison Hotel.	$\frac{1}{2}$			

N	Germantown, N. Y.	Germantown, N. Y.	Mountain View House.	12	6.00 to 10.00
"	"	"	Boarding House.	12	6.00
"	"	"	Private House.	20	5.00 to 7.00
P	Geneva, N. Y.	Geneva, N. Y.	The Kirkwood House.	150	6.00
"	"	"	Franklin House.	20	6.00
"	"	"	Long Point Hotel.	150	8.00 to 12.00
"	"	"	Watkins Glen, N. Y.	75	8.00 to 12.00
"	"	"	Glen Mountain House.	350	Apply
"	"	"	Glen Park Hotel.	250	16.00 to 18.00
"	"	"	Fall Brook House.	150	Apply
F	Gravesville, N. Y.	Gravesville, N. Y.	Village House.	4.00	6.00
I	Granville, Vt.	Wells, Vt.	Boarding House.	15	6.00 to 7.00
K	Georgia, Vt.	Farfax, Vt.	Valley Hotel.	10	4.00 to 6.00
M	Golden's Bridge, N. Y.	Golden's Bridge, N. Y.	Farm House.	12	Apply
"	"	"	Boarding House.	25	6.00
"	"	"	Private Residence.	18	7.00
"	"	"	Farm House.	7	Apply
"	"	"	Private Residence.	15	7.00
"	"	"	"	12	6.00
"	"	"	"	Apply	10.00 and upwards
M	Ghent, N. Y.	Lake Waccabuc, N. Y.	Hotel Waccabuc.	80	10.00 and upwards
"	"	Ghent, N. Y.	Farm House.	8	6.00
"	"	"	Hillside Farm.	10	7.00 and 8.00
"	"	Stockport, N. Y.	Farm House.	10	5.00 and 6.00
"	"	Ghent, N. Y.	"	8	5.00 and 6.00
"	"	"	"	12	Apply
U	Grand Hotel Station, N. Y.	Summit Mt., Ulster Co., N. Y.	Brookside Farm.	500	25.00
"	"	Highmount, Ulster Co., N. Y.	Grand Hotel.	60	8.00 to 15.00
"	"	"	The Belle Ayr.	100	15.00 to 25.00
"	"	"	The Grauplan.	60	8.00 to 15.00
"	"	"	Rossmore House.	40	7.00 to 10.00
U	Grand Gorge, N. Y.	Grand George, N. Y.	The Benvenue.	35	Apply
"	"	Prattsville, N. Y.	Boarding House.	125	Apply
"	"	"	Stanley Hall.	70	Apply
"	"	"	Boarding House.	60	7.00
N	Hastings, N. Y.	Hastings, N. Y.	Sachs.	6	6.00 and 7.00
A	Hopewell Junction, N. Y.	Hopewell Junction, N. Y.	Boarding House.	8	5.00 and 6.00
"	"	"	Farm House.	15	5.00
"	"	"	"	20	5.00
N	Hyde Park, N. Y.	Hyde Park, N. Y.	Private House.	10	7.00
N	Hudson, N. Y.	Stottsville, N. Y.	Columbia Springs Hotel.	120	10.00 to 15.00
"	"	Hudson, N. Y.	Mount Ivy Villa.	14	6.00 to 8.00
"	"	West Taghkanick.	Farm House.	25	4.00 and 5.00
O	Hoffmann's, N. Y.	Hoffmann's, N. Y.	"	14	8.00 to 10.00
I	Hannonsville, N. Y.	Paradox, N. Y.	Pyramid Lake House.	40	7.00 to 10.00
I	Hadley, N. Y.	Lake Luzerne, N. Y.	Rockwell's Hotel.	150	10.50 to 14.00
"	"	"	River View Hotel.	100	10.00 to 15.00
"	"	"	Wayside Hotel.	200	21.00 to 25.00
K	Highgate Springs, Vt.	Highgate Springs, Vt.	Franklin House.	200	10.00 to 20.00

For explanation of reference marks in left-hand margin see page 324.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta'n	NAME OF PROPRIETOR.	Accom.	TERMS PER WEEK.
K Highgate Springs, Vt.	Highgate Springs, Vt.	Elmwood Cottage.	¹ / ₄	H. Phelps.	30	\$7.00 to 10.00
K Hydeville, Vt.	Hydeville, Vt.	Ellis Park Hotel.	² / ₅	H. B. Ellis.	200	12.00 to 20.00
F Hinkle, N. Y.	Hinkle, N. Y.	Central House.	¹ / ₂	F. G. Morrison.	12	5.00
M Hillsdale, N. Y.	Hillsdale, N. Y.	Empire House.	¹ / ₂	John Ward.	30	3.50 to 12.00
"	"	Mount Washington Hotel.	¹ / ₄	P. S. Babart.	75	10.00
"	"	Farm House.	4	Mrs. M. J. Swett.	10	6.00
"	"	Mount Everett House.	6	W. B. Peck.	100	Apply
"	"	Farm House.	1	Truman Sheffer.	12	6.00
"	"	Boarding House.	5	Florian Biles.	25	Apply
"	"	Farm House.	2	Geo. M. Mitchell.	12	7.00
"	"	Hillside Farm House.	1	Selah G. Mitchell.	24	7.00
"	"	Farm House.	¹ / ₄	Tunis Simmons.	6	6.00
"	"	Private Residence.	5	Friend E. Simons.	8	7.00
"	"	Mountain Home.	6	S. B. Dewey.	15	Apply
"	"	Farm House.	5	Judson Wiley.	16	7.00 and 8.00
"	"	Highland Farm.	7	Edward B. Hume.	4	7.00
"	"	Private House.	Near	Bion H. Kert.	16	5.00 and 6.00
"	"	Farm House.	¹ / ₄	N. D. Vermilye.	14	7.00 to 9.00
"	"	Boarding House.	¹ / ₄	C. A. Hanford.	10	7.00 to 10.00
"	"	Pleasant View.	¹ / ₄	J. C. McCurdy.	30	7.00 to 10.00
"	"	Boarding House.	¹ / ₄	J. Robinson.	10	7.00 to 10.00
"	"	Prospect House.	¹ / ₄	James Cannane.	200	Apply
"	"	Hunter House.	¹ / ₄	M. C. Van Pelt.	250	10.00 to 15.00
"	"	The Arlington.	¹ / ₂	Purdy & Moore.	70	10.00
"	"	St. Charles Hotel.	1	S. H. Scripture.	200	12.00 to 18.00
"	"	The Kaatsberg.	¹ / ₄	R. Elliot.	100	Apply
"	"	Central House.	¹ / ₄	William J. Rusk.	175	10.00 to 15.00
"	"	Private Boarding House.	¹ / ₄	Mrs. John English.	8.00	
"	"	Jonesville House.	Sta.	F. B. Gillett.	25	5.00
"	"	Private House.	¹ / ₂	Mrs. Douglass.	10	4.00 to 5.00
"	"	Evergreen House.	¹ / ₄	Mrs. Geo. B. Sweet.	20	7.00
"	"	Farm House.	3	J. K. Van Valkinburgh.	8	6.00
"	"	"	5	L. M. Fellows.	20	6.00 and 7.00
"	"	"	3	N. S. Whitbeck.	10	6.00
"	"	Hotel Crystal Springs.	³ / ₅	Robert Blake.	20	Apply
"	"	Boarding House.	1	George W. Shelley.	35	7.00 to 10.00
"	"	Maple Lawn House.	¹ / ₂	M. S. Benedict.	30	6.00 to 8.00
"	"	Farm House.	³ / ₅	John Iler.	25	6.00 to 8.00
"	"	"	¹ / ₂	Mrs. H. Searles.	25	5.00 to 10.00
"	"	"	4	Morris H. Webb.	10	5.00 to 7.00
"	"	"	³ / ₄	Mrs. S. S. Barrette.	60	8.00
"	"	"	4	Mrs. Cyrus H. Reynolds.	20	5.00 to 7.00
"	"	Private Residence.	¹ / ₄	B. Travis.	10	7.00 and upwards
"	"	Farm House.	1	Mrs. A. Bedell.	25	5.00 to 6.00

M	Katonah, N. Y.	Avery House.	1/4 A. F. Avery	50	6.00 to 8.00
"	"	The Evergreen.	1/2 Dr. J. G. Wood	30	7.00 to 10.00
V	Kaaterskill Junction, N. Y.	Boarding House.	1 John Haines	30	8.00 to 10.00
"	"	"	1/4 J. Rouff	18	Apply
O	Little Falls, N. Y.	Oak Place.	1 A. Arnold	4	5.00 and 6.00
G	Oswegatchie Lake, N. Y.	Bald Mountain House.	Z. Bigness	50	9.00
"	"	"	J. O. Donnell	100	8.00 to 20.00
K	Lowville, N. Y.	Union House.	James Caul.	50	3.00
"	"	"	Dunn & Bombard	75	3.00
"	Lawrence, N. Y.	Commercial House.	M. V. Barney	50	3.00
"	"	"	C. B. Chandler	50	4.00
"	"	Commercial.	C. Murphy	25	3.00
"	Lawrenceville, N. Y.	Cook House.	M. P. Blow	25	3.00
"	"	"	H. L. Warner	75	6.00 to 14.00
K	Ludlow, Vt.	Ludlow House.	Mrs. A. C. Farr	75	8.00 to 12.00
K	Larrabees' Point, Vt.	Lake House.	3/4 J. W. Hutton	100	Apply
L	Lyon Mountain, N. Y.	Ralph's. See note.	3/4 O. Young	30	Apply
"	"	"	4/4 R. Schutts	30	Apply
"	"	Indian Point House.	1 1/2 Isaac Rice	100	12.00 to 15.00
F	Lake Clear, N. Y.	Rice's.	3/4 Ferd. W. Chase	350	17.50 and upwards
F	Loon Lake, N. Y.	Loon Lake House.	Al Sta.	15	7.00
"	"	Private House.	D. M. Roberts	60	10.00 to 14.00
"	Innan, N. Y.	Merrill's Hotel.	O. Young	6	Apply
"	Loon Lake, N. Y.	Private House.	Mrs. Chas. Fadden	30	7.00 to 8.00
"	Lanesville, N. Y.	Diamond Notch House.	1/4 Asa Crosby	25	8.00 to 10.00
"	"	Boarding House.	1/4 Frank Harrington	30	8.00
"	"	Lanesville House.	1/4 Mrs. Edward Lane	400	15.00 to 20.00
"	"	Thompson's Hotel.	1/4 Emerson Clark	175	15.00 to 20.00
M	Lake Mahopac, N. Y.	Dean House.	1 A. H. Dean	125	15.00 to 20.00
"	"	Forest House. See note.	A. L. Rorke	40	8.00 to 10.00
"	"	Boarding House.	1/4 Geo. H. Anderson	50	8.00 and upwards
"	"	Baldwin House.	1/4 A. L. Rorke	36	15.00 to 25.00
"	"	Vault Cottage.	1/4 J. E. Vialut & Co.	60	8.00 to 12.00
"	"	Carpenter House.	1/4 J. W. Carpenter	30	8.00 to 10.00
"	"	Badeau Cottage.	1/4 Isaac Badeau	85	10.00 to 15.00
"	"	Cole House. See note.	3/4 Joseph G. Cole	20	8.00
"	"	Farm House.	1 Edward Bennett	75	10.00 to 15.00
"	"	Wonosco House.	1/4 E. L. Peabody	30	8.00 to 12.00
R	Lakeville, Conn.	Lakeville House.	Wm. B. Perry		

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—A. L. Rorke. Forest House at Interlaken; two miles, stage transportation 25 cents; accommodate 125; adults \$15.00 to \$20.00 each; special rates for children; transients \$3.50 per day; discount for season; delightfully located overlooking two lakes; the house commands picturesque views in all directions; no back rooms; hotel and fittings entirely new; perfect drainage; sanitary plumbing; electric bells, baths and other improvements; lighted by gas; wide stairways and hallways; observation tower; continuous veranda 336 feet long, 14 feet deep; large park with lawns and shade trees, and frontage on both lakes; vegetables, etc., from interlaken farm garden; music for dancing every evening; billiards, tennis, croquet; boat service; horse livery. Arrangements for rooms can also be made and photographic views seen at "The Elwood," 62-66 Livingston Street, Brooklyn, N. Y.

Special Notice.—Badeau Shore Cottage. Lake Mahopac. Accommodate 40; \$8.00 to \$10.00 per week. 1-2 mile from R. R. depots. **Special Notice.**—J. W. Hutton. "Ralph's" in the Adirondacks, on upper Chateaugay Lake; P. O., Lyon Mountain, N. Y. Elevation 1,650 feet. Rates \$3.00 per day; special rates for season. Boats, bowling, pool, tennis, bathing, driving, etc.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta'n.	NAME OF PROPRIETOR.	ACCOM.	TERMS PER WEEK.
R Lakeville, Conn.	Lakeville, Conn.	Farm House	1	O. G. Bradley	6	\$6.00
"	"	"	1/2	J. S. Perkins	20	8.00 to \$12.00
"	"	Boarding House	1/2	Mrs. E. Blodgett	25	8.00 to 15.00
"	"	"	1/4	Mrs. C. B. Dakin	12	8.00 to 12.00
"	"	"	1/4	Chas. S. Kelsey	10	8.00 to 12.00
T Lebanon Springs, N. Y.	Lebanon Springs, N. Y.	"	1/4	C. J. Richmond	12	8.00 to 10.00
"	"	"	1/4	Mrs. Fannie Smith	10	6.00
"	"	Field Hotel	1/2	M. M. Field	50	14.00 to 21.00
"	"	Columbia Hall	1/2	T. W. Stevens	50	10.00 to 21.00
N Montrose, N. Y.	Montrose, N. Y.	Farm House	1	Mrs. M. Turner	30	5.00 to 8.00
A Millbrook, N. Y.	Millbrook, N. Y.	Millbrook Inn	1/4	Thos. Wetherell	50	Apply
A Matteawan, N. Y.	Matteawan, N. Y.	Hotel Dibble	1/4	W. S. Dibble	100	12.00 to 15.00
A Moore's Mills, N. Y.	Moore's Mills, N. Y.	Boarding House	1/4	Susan A. Moore	25	6.00 to 7.00
A Millbrook, N. Y.	Washington Hollow, N. Y.	Wheeler House	1/4	D. P. Wheeler	40	5.00 to 10.00
"	Millbrook, N. Y.	Boarding House	1/4	W. L. Swift	15	6.00 to 7.00
"	"	Rest Cottage	1/2	Isaac Swift	8	7.00
"	Washington Hollow, N. Y.	"The Glenwood"	4	J. Nelson	50	6.00 to 10.00
A Matteawan, N. Y.	Matteawan, N. Y.	Beacon Rest	1	R. Carver	12	8.00 to 12.00
"	"	Farm House	1	Miss Sarah Scofield	50	8.00 to 10.00
"	"	Commercial House	"	Wm. Gordon	25	8.00 to 10.00
E Mayfield	Broadalbin, N. Y.	Arlington House	1/4	F. Bailey	100	8.00 to 12.00
K Montpelier, Vt.	Montpelier, Vt.	Osborne House	3	Will Osborne	200	Apply
"	"	Pavilion House	At Sta.	J. S. Vilas	300	7.00 to 15.00
"	"	Exchange Hotel	1/4	Kelton & Sparrow	200	7.00 to 10.00
"	"	Montpelier House	1/4	G. Wheeler	125	7.00
"	"	Union House	1/4	H. Bliss	100	4.50 to 5.00
K Milton, Vt.	South Woodbury, Vt.	Lake View House	13	A. H. Holt	25	5.00 to 7.00
"	Milton, Vt.	Elm Tree House	1/4	P. Mansfield	25	4.00 to 8.00
K Maquam, Vt.	Maquam, Vt.	Proctor House	At Sta.	W. Landon	25	5.00 to 10.00
K Manchester, Vt.	Manchester, Vt.	Hotel Champlain	2 1/2	C. F. Smith	125	7.00 and upwards
K Middlebury, Vt.	Middlebury, Vt.	Equinox House	1/4	F. H. Orvis	400	17.00 to 28.00
"	"	Pierce House	1/4	J. Higgins	50	6.00 to 9.00
"	"	Addison House	1/4	D. Rider	50	7.00 to 10.00
M Mount Vernon, N. Y.	Breadloaf, Vt.	Breadloaf Inn	11	J. Battell	100	10.00 to 14.00
"	Mount Vernon, N. Y.	Private Residence, 52 N. 9th Ave.	1/2	Mrs. R. E. Purdy	2	8.00
Eight or ten hotels and a large number of boarding houses furnish every variety of accommodations, and at reasonable rates. Station Agent or other resident can direct inquirers where to obtain any desired class of accommodations for the summer.						
M Mount Kisco, N. Y.	Mount Kisco, N. Y.	Farm House	1/2	Miss Anna E. Hubbell	12	6.00 to 8.00
"	"	Private Residence	1 1/2	Mrs. Wm. H. Sherwood	6	6.00 and 7.00
"	"	Boarding House	1	Mrs. Aaron B. Carpenter	25	7.00 to 9.00
"	"	"	1 1/2	Mrs. Alfred Hunter	6	6.00 and 7.00

Special Notice.—Mrs. W. H. Sherwood. Farm House; one half mile from station; accommodate 6; adults \$6.00 and \$7.00.

M	Mount Kisco, N. Y.	Mount Kisco, N. Y.	Sands Homestead Farm House.	3	Amos S. Sands.	30	7.00 and 8.00
"	"	"	Farm House.	2	Geo. Flewellin.	20	7.00 to 9.00
"	"	"	"	$\frac{3}{4}$	G. W. Lunn.	10	7.00
"	"	"	Private Residence	$\frac{3}{4}$	Mrs. J. A. Merritt.	12	7.00 and 8.00
"	New Castle, N. Y.	"	Lakeside Farm.	$\frac{3}{4}$	Mrs. Carrie Reynolds.	4	8.00
"	Mount Kisco, N. Y.	"	Private Residence.	$\frac{3}{4}$	Mrs. J. K. Vail.	75	7.00 to 10.00
"	"	"	"	$\frac{1}{2}$	Mrs. Chas. P. Hollock.	8	7.00
"	"	"	"	$\frac{1}{2}$	Mrs. Walter H. Haight.	10	8.00 to 10.00
"	Bedford, N. Y.	"	Mianous River Farm.	5	Mrs. J. B. Ferris.	10	8.00
"	"	"	Boarding House.	$\frac{1}{4}$	Mrs. F. E. Wilcox.	20	6.00 to 8.00
"	Mount Kisco, N. Y.	"	Farm House.	$\frac{1}{2}$	Martin Hubbell.	12	6.00 and 7.00
"	"	"	"	$\frac{3}{4}$	Samuel Ellis.	12	8.00 to 10.00
"	"	"	Private Residence	2	T. B. Mellows.	18	7.00
"	"	"	"	$\frac{1}{2}$	Mrs. Geo. B. Carpenter.	10	Apply
"	Millerton, N. Y.	"	"	$\frac{1}{4}$	W. B. Gray.	5	7.00
"	"	"	Farm House. See note.	$\frac{1}{2}$	O. Wakeman.	3	Apply
"	"	"	Barton House	$\frac{1}{2}$	Julius L. Barton.	25	Apply
"	Mount Kisco, N. Y.	"	Chestnut Hill Cottage.	$\frac{1}{2}$	Rufus P. Smith.	15	6.00 to 8.00
"	"	"	Millbrook Dairy. See note.	$\frac{1}{2}$	Frank Boucher.	12	6.00 to 9.00
"	"	"	"	$\frac{1}{2}$	Wm. A. Jordan.	4	7.00
"	Martindale, N. Y.	"	Sunrise Farm.	$\frac{1}{2}$	Mrs. Henry Moore.	2	6.00
"	"	"	Boarding House.	$\frac{1}{2}$	E. J. Spellman.	20	4.00 to 5.00
"	Maple Grove, Mass.	"	Spellman House.	$\frac{1}{2}$	Chas. Shumway.	50	4.00
"	Middleville, N. Y.	"	Shumway House.	$\frac{1}{2}$	Miss Harrison.	10	5.00 to 6.00
"	"	"	Private House.	3	C. M. Barrett.	25	7.00 to 10.00
"	Fair Field, N. Y.	"	Moose River Hotel.	4	S. J. and J. A. Flanagan.	125	10.50 to 17.50
"	McKeever, N. Y.	"	Howard House.	1	N. W. Cushman.	100	7.00 to 12.00
"	Malone, N. Y.	"	Cushman House.	1	J. L. Hogle.	100	7.00
"	"	"	Elmwood.	$\frac{1}{4}$	A. R. Paddock.	100	4.25
"	"	"	Franklin.	6	J. Kirby.	75	10.00 to 15.00
"	Chateaugay Lake, N. Y.	"	Banner House.	11	W. J. Ayers & Son.	100	10.00 to 17.50
"	Lake Duane, N. Y.	"	Hotel Ayers.	Near	R. G. Low.	80	10.00 to 17.00
"	Mountain View, N. Y.	"	Mountain View House.	2	Davis Winne.	60	8.00
"	The Corner, Ulster Co., N. Y.	"	Winne House.	1	E. D. Koch.	40	7.00 to 10.00
"	"	"	La Dew Farm.	$\frac{3}{4}$	C. H. Curter.	40	6.00 to 10.00
"	"	"	Lake House.	$\frac{3}{4}$	C. M. Lamson.	125	Apply
"	"	"	Lamson Cottage.	$\frac{3}{4}$	Van Cockburn.	25	6.00 to 8.00
"	Longyear, N. Y.	"	Cockburn House.	$\frac{1}{2}$	J. N. Moore.	35	8.00
"	Moers Junction.	"	Commercial.	$\frac{1}{2}$	W. M. Patch.	300	Apply
"	New Haven, Vt.	"	Patch Hotel.	1	Geo. M. Colburn.	100	Apply
"	Niagara Falls, N. Y.	"	Clifton House.	$\frac{1}{2}$	Uriah Welch.	400	Apply
"	"	"	International Hotel.	$\frac{1}{2}$	D. Isaacs.	100	25.00
"	"	"	Prospect House.	$\frac{1}{2}$	J. E. Devereux.	100	10.00 to 20.00
"	"	"	The Cataract House.	$\frac{1}{2}$	A. E. McLean.	100	
"	Norfolk, Conn.	"	"Hillhurst."	$\frac{1}{2}$			

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—O. Wakeman. House and rooms large and commodious; shady grounds; call and see.

Special Notice.—Frank Boucher. Millbrook Dairy, Mt. Kisco, N. Y., 1-2 mile station; accommodate 12; adults \$6.00 to \$9.00; reduction for children; delightful scenery and fine drives; good fishing and gunning on the place; fruits, vegetables, etc., from farm; good dairy.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta n.	NAME OF PROPRIETOR.	ACCOM.	TERMS PER WEEK.
R Norfolk, Conn.	Norfolk, Conn.	Hotel.	1 1/2	E. C. Stevens.	75	\$8.00 to \$15.00
"	"	Private Residence.		M. F. Meehan.	30	10.00 to 20.00
"	"	Farm House.	1	E. T. Butler.	20	10.00 to 12.00
"	"		1 1/2	J. K. Shepard.	20	7.00
"	"	Terrace View House.	1 1/2	Miss Louise Rowland.	20	20.00
"	"	Boarding House.	1 1/2	Mrs. Mary Miller.	15	Apply
s Niverville, N. Y.	North Chatham, N. Y.	Hotel.	2 1/2	R. L. Van Alstine.	4	7.00
T New Lebanon, N. Y.	New Lebanon, N. Y.	Boarding House.	1 1/2	W. A. Morin.	6	Apply
"	"	Hotel.	1 1/2	P. H. Cashman.	12	Apply
"	"	Farm House.	1	E. C. Clark.	14	6.00 to 10.00
"	"	Private Residence.	1 1/2	H. I. Bostwick.	6	Apply
"	"	Spellman House.	1 1/2	E. C. Spellman.	50	7.00
F Newport, N. Y.	Newport, N. Y.	Ingham House.	1 1/2	S. Hodge.	50	5.00 to 8.00
"	"	Farm House.	2	E. R. Tate.	40	5.00 to 7.00
N Oscawana, N. Y.	Oscawana, N. Y.	Oscawana House.	At Sta.	G. M. Hubbard.	20	Apply
"	"	Farm House.	2	Vincent Tate.	50	5.00 to 8.00
"	"	Farm House. See note.		Mary Coffin.	40	Apply
A Oak Summit, N. Y.	Oak Summit, N. Y.	Tabor Hotel.	3 1/2	W. H. Tabor.	50	5.00
O Oriskany, N. Y.	Oriskany, N. Y.	Eagle Inn.	1 1/2	F. B. Kimball.	50	Apply
K Orwell, Vt.	Orwell, Vt.	Farm House.	2 1/2	D. Warner.	15	8.00 to 9.00
R Ore Hill, Conn.	Ore Hill, Conn.	Private Residence.	1	E. C. Pierce.	10	10.00
T Old Chatham, N. Y.	Old Chatham, N. Y.	"	1 1/2	H. Sitter.	6	5.00
"	"	Temperance Hotel.	1 1/2	Thomas Hoag.	20	5.00
"	"	Farm House.	1 1/2	F. M. Wilbor.	10	Apply
"	"	Private Residence.	1 1/2	Miss Anna Dennis.	10	Apply
"	"	"	1 1/2	W. H. Murray.	5	5.00
"	"	Boarding House.	1 1/2	Cyrus Van Hovenburg.	10	7.00 and 8.00
"	"	Farm House.	1 1/2	D. J. Elmendorf.	30	6.00
v Olive Branch, N. Y.	Olive, N. Y.	"	1 1/2	Mrs. A. C. Hall.	30	7.00
"	"	Evergreen House.	3 1/2	A. Bogart.	30	6.00 to 10.00
"	"	Farm House.	1	A. T. Elmendorf.	30	6.00
"	"	"	1 1/2	S. Phillips.	8	Apply
"	"	"	2	A. Elmendorf.	20	6.00 and 8.00
"	"	Mount Pleasant House.	4	W. R. Jones.	80	7.00 and 8.00
n Peekskill, N. Y.	Mohegan, N. Y.	Cottages.	4	Frank M. Frye.	150	Apply
"	Lake Mohegan, N. Y.	Boarding House.	1 1/2	Mrs. Nathaniel Barger.	14	6.00
"	Peekskill, N. Y.	Farm House.	2 1/2	J. Varian.	10	Apply
"	"	Private Boarding House.	1 1/2	S. F. Berry.	10	Apply
"	"	Elm Lake House.	6	Eben O. Croft.	20	6.00
"	"	Willow Brook House.	4 1/2	Mrs. T. H. Lent.	60	6.00 to 8.00
"	Shrub Oak, N. Y.	Farm House.	7	John R. Tompkins.	15	6.00
"	Peekskill, N. Y.	"				

Special Notice.—Vincent Tate. P. O. Address, Oscawana, N. Y. Farm House. 22 rooms; running water; bath room; private telephone to station, \$5.00 to \$8.00.

n	Peekskill, N. Y.	Mohegan, N. Y.	Boarding House.	4	R. H. Horne	30	8.00
n	"	Peekskill, N. Y.	Farm House	14	Mrs. A. Denny	8	5.00 and 6.00
	"	"	Oscawana Lake House	7	J. B. F. Hawkins	15	6.00
	"	"	Boarding House	9	Joseph Lee	150	7.00 to 11.00
	"	"	Farm House	5	Mrs. B. F. Ferris	30	5.00 and 6.00
	"	Shrub Oak, N. Y.	Hill Side Farm House	1	Geo. Dunn	10	5.00 to 7.00
	"	1814 Crompton St., Peekskill	Stissing Hotel	6	Daniel H. Knapp	14	6.00 to 8.00
A-B	Pine Plains, N. Y.	Shrub Oak, N. Y.	Pine Plains Hotel	14	Albert Bowman	25	5.00 and 6.00
	"	"	Boarding House	14	D. C. Ketter	25	5.00 to 10.00
	"	"	Hotel	14	A. C. McCurdy	25	5.00 and 6.00
	"	"	Boarding House	14	D. C. Kittum	30	6.00 to 10.00
	"	McIntyre, N. Y.	Overlook Farm House	14	Miss S. T. Hoag	8	7.00 to 10.00
	"	Pine Plains, N. Y.	Seymour Smith Institute	3	O. P. Waltemire	10	6.00 and upwards
n	Poughkeepsie, N. Y.	Poughkeepsie, N. Y.	Private House	1	E. L. Vanderburg	2	12.00
	"	"	Boarding House	1	Mrs. James Woodcock	12	6.00
	"	"	Farm House	3	Jesse C. Howell	12	5.00 to 7.00
	"	"	Boarding House	5	Henry K. Burnett	12	5.00 and 6.00
	"	East Park, N. Y.	Boarding House	4	Mrs. Baird	8	4.50 to 5.40
	"	120 Washington St. Poughkeepsie	Farm House	9	James M. Hayland	8	7.00
B	Poughkeepsie, N. Y.	Poughkeepsie, N. Y.	Boarding House	4	Mrs. Mary E. Dubois	25	5.00
	"	Manchester, N. Y.	Boarding House	2	Mrs. R. L. Dubois	12	6.00
	"	Manchester Bridge, N. Y.	Sunset Hill Farm	2	Wm. C. Armstrong	40	7.00 and 8.00
	"	Pleasant Valley, N. Y.	Pleasant Valley Hotel	3	Theodore Wygant	10	5.00
	"	"	Farm House	14	Theodore Hicks	16	5.00 and 6.00
	"	"	"	14	Samuel J. Hicks	12	7.00
o	Palatine Bridge, N. Y.	"	"	14	H. Bower	12	6.00
	"	"	"	14	Milo F. Barbour	12	7.00
	"	Palatine Bridge, N. Y.	Hotel Nellis	14	John Vosburgh	50	9.00
	"	Canajoharie, N. Y.	Hotel Wagner	14	Henry Joy	50	10.00 to 17.50
	"	Prospect, N. Y.	Hotel Brunswick	14	F. C. Hunt	100	10.00 to 15.00
	"	"	Darrow House	14	W. E. Darrow	100	14.00 to 21.00
F	"	"	Canadago House	6	F. Stanton	150	14.00 to 20.00
	"	"	Central Hotel	14	Clark Ellsworth	75	7.00 to 10.00
	"	"	Dodge House	14	W. S. Hodge	50	6.00 to 10.00
	"	"	Perkins House. See note.	14	Wm. Perkins	35	7.00 to 9.00
	"	Gang Mills, N. Y.	Empire House	3	John Ward	15	5.00 to 10.00
	"	Wilmurt, N. Y.	Sportsman's Lodge	20	H. A. Paul	40	7.00
n	"	"	Wagner Hotel	18	Chas. Wagner	20	6.00 to 8.00
	"	"	Hubbard Manor	30	Fred Hubbard	39	7.00 to 10.00
	"	"	Swan Lake House	17	Geo. W. Conkling	16	4.00
	"	Grant, N. Y.	Garlock House	6	A. H. Ligge	20	7.00
	"	Northwood, N. Y.	Boarding House	4	August Oditt	12	7.00
	"	Morehouseville, N. Y.	Hoffmeister House	27	Hoffmeister Bros.	40	6.00 to 8.00

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—Wm. Perkins, Perkins House, P. O. Address, Prospect, N. Y. Situated near Prospect and Trenton Falls stations; 30 rooms; lovely drives; gunning, fishing, ball grounds; free transportation to stations; churches of all denominations; terms reasonable; address as above.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta'n.	NAME OF PROPRIETOR.	ACCOM.	TERMS PER WEEK.
F Prospect, N. Y.....	Morehouseville, N. Y....	Central House.....	24	Henry F. Kreuzer.....	24	\$5.00 to \$7.00
"	"	Farm House.....	20	Chas. Falm.....	12	4.00
"	"	Forest House.....	12	Fred. Raymond.....	40	6.00
I Putnam, N. Y. (Lake George).....	Putnam, Washington Co., N. Y.	Bay Cottage.....	3	E. Peabody.....	150	Apply
I Port Kent, N. Y. (Lk. Champlain).....	Ausable Chasun.....	Lake View House.....	3	W. H. Tracy.....	10,000 to 18,000	10,000 to 18,000
"	"	Liberty Hall.....	4	La Bliss.....	20	5.00 to 7.00
"	"	Private House.....	5	L. A. Dodge.....	6	7.00
"	"	Locust Hall.....	6½	J. F. Hatch.....	30	7.00 to 9.00
"	"	Rembrandt Hall.....	5	Seah Pope.....	30	6.00
"	"	Interlaken House.....	5	G. H. Shattuck.....	200	7.00 to 10.00
"	"	Spring House.....	5	John B. Willes.....	12	8.00 to 10.00
"	"	Commercial.....	5	M. McGuire.....	50	5.00 to 10.00
"	"	Delmont.....	5	W. R. Travis & Son.....	50	5.00 to 8.00
I Plattsburgh, N. Y. (Lk. Champlain).....	Plattsburgh, N. Y.....	Foquet House.....	1	Phelps Smith.....	200	17.00 to 20.00
"	"	Cumberland House.....	1	Chas. F. Beck.....	80	10.00 to 20.00
"	"	The Witherill House.....	1	W. T. Howell.....	10,000	Apply
I Port Henry, N. Y. (Lk. Champlain).....	Port Henry, N. Y.....	Boarding House.....	1	Mrs. T. F. Witherbee.....	300	12.00 to 20.00
I Poultney, Vt.....	Middletown, Sp. Gs., Vt.	Montvert Hotel.....	3	J. & J. Eager.....	100	7.00 to 10.00
"	Poultney, Vt.....	Lake View House.....	2	F. J. Griffin.....	50	Apply
"	"	Farm House.....	8½	M. D. Chapin.....	50	7.00 to 10.00
K Pittsford, Vt.....	Pittsford, Vt.....	Oakdale House.....	1½	E. J. Brown.....	50	7.00 to 10.00
M Pleasantville, N. Y.....	Pleasantville, N. Y.....	Otter Creek Hotel.....	1½	P. Forean.....	10	7.00
"	"	Boarding House.....	1½	Levi F. See.....	15	6.00 and upwards
"	"	Farm House.....	1½	Wm. H. Foster.....	20	7.00
"	"	"	1½	Mrs. R. DeBoyes.....	14	6.00
"	"	Boarding House.....	1½	Mrs. Coles Carpenter.....	8	Apply
M Purdy's, N. Y.....	Purdy's, N. Y.....	Hotel.....	At Sta.	Mrs. William H. Reynolds.....	15	6.00 to 10.00
"	Somers, N. Y.....	Farm House.....	2	Oscar Meisch.....	38	7.00
"	"	Elephant Hotel.....	1	Anna B. Hyatt.....	30	6.00 to 9.00
"	North Salem, N. Y.....	Farm House.....	6	Mrs. Howard Hartwell.....	10	5.00
"	"	Boarding House.....	4½	John Smith, Jr.....	60	6.00 to 8.00
"	"	Cottage Hotel.....	At Sta.	Mrs. J. P. Bailey.....	250	7.00 to 10.00
M Patterson, N. Y.....	Patterson, N. Y.....	American House.....	3	Joseph O. Carpenter.....	300	6.00 to 8.00
M Pawling, N. Y.....	Pawling, N. Y.....	Mizzenop Hotel.....	¾	G. W. Seaman.....	8	Apply
"	"	Boarding House.....	¾	N. S. Howe.....	6	Apply
"	"	Farm House.....	1½	Mrs. J. A. Mable.....	6	5.00 to 10.00
"	"	Swiss Cottage.....	1	Harrison Spaulding.....	15	10.00
"	"	Meadow Orchard.....	5	Geo. T. Chapman.....	18	10.00 to 12.00
"	"	Farm House.....	4	William H. Arnold.....	10	Apply
"	"	Private House.....	4½	Mrs. Laura Frost.....	12	12.00 to 15.00
"	"	Croton Head Farm.....	4½	Richard T. Osborn.....	12	Apply
"	"	"	4½	G. S. Norton.....	12	Apply
"	"	"	4½	Ira W. Hoag.....	12	Apply

[illegible]

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—Isaiah Vosburgh. Mountain View Farm. P.O. Address, Harriettstown, N. Y. Accommodate 12 to 20; terms \$8.00 to \$10.00.

Special Notice.—Alex. Traver. Farm House, "The Locusts;" accommodate 20; write for particulars.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta'n.	NAME OF PROPRIETOR.	Accom.	TERMS PER WEEK.
N Rhinecliff, N. Y.	Rhinecliff, N. Y.	The Homestead.	2	Edmund Coons.	35	\$6.00 to \$8.00
"	St. Remy, N. Y.	Maple Arch Cottage.	5	Thos. Carney, Jr.	5	6.00
"	Eightynville, N. Y.	Farm House.	6½	Barnet Owen.	10	5.00 and 6.00
"	"	"	7	James Berry.	10	6.00
"	Milan, N. Y.	Brookside Cottage.	8	Richard Wildey.	12	Apply
"	"	Milan Shades.	7	John A. Yates.	18	5.00
"	Rock City, N. Y.	Maple Glen Cottage.	5	Mrs. Alice Davis.	10	6.00
"	Milan, N. Y.	Farm House.	4	Richard Fridy.	16	5.00
"	"	"	9	Willert S. Sherow.	8	7.00 and 8.00
H Richfield Springs, N. Y.	Richfield Springs, N. Y.	Boarding House.		Z. P. Smith.	12	5.00
"	"	Hotel Earlington.		T. R. Proctor.	600	Apply
"	"	Davenport House.		E. M. Earle.	500	Apply
"	"	Tuller House.		Myron D. Jewell.	200	Apply
"	"	National Hotel.		N. D. Jewell.	250	Apply
"	"	Tunnicliff Cottage.		S. P. Parker.	100	Apply
"	"	Lake House.		Miss E. Tunnicliff.	150	Apply
"	"	Derchick House.		J. E. Stelle.	150	Apply
"	"	Boarding House.		Goodier & Getman.	100	12.00 to 25.00
"	"	Wells House.	1½	Edgar Cary.	80	12.00 and upwards
I Riverside, N. Y.	Keene Valley, N. Y.	Onondaga House.	12	Thos. Wells.	100	12.00 to 14.00
"	"	Lake House.	14	J. D. Burwell.	80	10.00 to 14.00
"	"	Taylor House.	15	H. T. Abbey.	20	7.00 to 10.00
"	South Schroon, N. Y.	Stockbridge House.	16	C. F. Taylor & Son.	125	12.00 to 15.00
I-K Rutland, Vt.	Pittsfield, Vt.	Bardwell House.		R. Durkee.	10	6.00
"	"	Bates House.		Cramton & Carpenter.	250	11.00
"	"	Globe Hotel.		A. H. Tuttle & Son.	300	11.00
"	"	Berwick House.		S. French.	100	8.00 to 10.00
"	"	Killington House.	10	W. H. Valiquett.	250	12.00 to 14.00
"	Sudbury, Vt.	Hyde Manor.	25	Jay Smith.	10	Apply
I Rupert, Vt.	West Rupert, Vt.	Farm House.	¾	A. E. Barnett.	75	5.00
I-K Rouse's Pt., N. Y. (Lk. Champlain)	Rouse's Point, N. Y.	Windsor Hotel.	1½	Capt. Vail.	250	Apply
"	"	Massachusetts House.	1½	J. Cogan.	75	5.00
"	"	Frontier.	1½	A. Contine.	50	5.00
"	"	Hotel Montgomery.	1½	R. McKimm.	50	7.00
K Randolph, Vt.	West Randolph, Vt.	Red Lion Inn.	At Sta.	A. B. Battles.	50	7.00 to 10.00
"	"	Valley Farm.	1	A. B. Manchester.	20	7.00 to 10.00
"	Randolph Center, Vt.	The Maplewood.	4	Thatcher Stone.	100	6.00 to 12.00
"	"	Parish House.	4	L. Parish.	10	7.00 to 10.00
"	"	Bellevue House.	3½	L. Murphy.	30	5.00 to 7.00
K Richmond, Vt.	Richmond, Vt.	Richmond House.	1½	O. N. Raymond.	10	4.00
S Richmond, Mass.	Richmond, Mass.	Farm House.	1½	C. P. Lovelace.	5	7.00

S	Richmond, Mass.	Richmond, Mass.	Farm House.	1/2 Mrs. M. J. Merrill.	8	8.00 to 10.00
"	"	"	"	2 S. M. Loveland.	4	6.00 to 8.00
"	"	"	"	1/2 Miss M. M. Groat.	6	6.00
"	"	"	The Shelter.	2 1/2 Frank Barnes, Jr.	15	7.00
T	Rayville, N. Y.	Rayville, N. Y.	Farm House.	1/2 Miss M. M. Sharp.	10	Apply
U	Roxbury, N. Y.	Roxbury, N. Y.	Shady Lawn House.	1/2 Mrs. A. Holland.	8	5.00 to 7.00
"	"	"	Lauren Villa.	1/2 Dr. J. J. Keator.	70	8.00 to 10.00
"	"	"	Del Valley House.	1/2 G. W. Lauren.	40	10.00 to 15.00
"	"	"	Hotel Bristol.	1/2 P. H. Mitchell.	50	10.00
F	Rensen, N. Y.	Rensen, N. Y.	Rainbow Inn. See note.	1/2 Friend Bristol.	16	7.00
F	Rainbow Lake, N. Y.	Rainbow, N. Y.	Boarding House.	1/2 J. M. Wardner.	50	12.00 to 15.00
N	Sing Sing, N. Y.	Sing Sing, N. Y.	Farm House.	1/2 Mrs. Chas. Gilbert.	40	8.00 to 10.00
"	"	"	Hotel Keenan.	1/2 Mrs. M. T. Orser.	8	6.00 and 7.00
"	"	"	Private Residence.	2 1/2 Purdy J. Keenan.	40	12.00
"	"	"	Farm House.	2 Purdy A. Anser.	20	7.00 to 10.00
"	"	"	River View House.	1/2 A. H. Horton.	30	6.00
"	"	"	Boarding House.	1 1/2 Mrs. James W. Ryder.	30	6.00 to 8.00
"	"	"	Private Cottage.	1 1/2 William O. Sutton.	15	7.00 to 8.00
"	"	"	Woodside Villa.	1 1/2 Mrs. A. B. Murray.	6	
N	Storm King, N. Y.	Cornwall on the Hudson, N. Y.	Grand View House.	1 1/2 Mrs. R. S. Henning.	25	7.00 to 12.00
"	"	"	Mountain House.	1/2 J. & S. D. Roberts.	100	8.00 to 15.00
B	Salt Point, N. Y.	Netherwood, N. Y.	Belle Eau Grange.	1/2 Wm. B. Elmer.	100	12.00 to 30.00
"	"	"	Rockland Farm.	1 1/2 J. W. Meagher.	250	Apply
B	Stanfordville, N. Y.	Salt Point, N. Y.	Stanford House.	2 1/2 George A. Knapp.	30	6.00 to 8.00
"	"	"	Farm House.	1/2 Mrs. A. R. Hall.	2	5.00
"	"	"	Boarding House.	1/2 J. E. Cartier.	25	Apply
"	"	"	Farm House.	1 1/2 Wm. Knickerbocker.	15	5.00 and 6.00
"	"	"	Boarding House.	1/2 Isaac Tompkins.	6	6.00
"	"	"	Farm House.	1/2 Reuben A. Fusted.	8	7.00
B	Stissing, N. Y.	Bull's Head, N. Y.	"	3 Wm. M. Wright.	20	5.00 and 6.00
"	"	"	"	1/2 A. E. Beckwith.	12	6.00
"	"	"	"	1/2 John Cox.	4	6.00
"	"	"	Boarding House.	1/2 Mrs. H. Cox.	4	6.00
"	"	"	Farm House.	1 S. K. Germond.	12	5.00 to 7.00
"	"	"	"	1 Benj. F. Palmer.	12	5.00 to 7.00
"	"	"	"	1 Jos. Germond.	12	5.00 to 7.00
N	Staatsburg, N. Y.	Staatsburg, N. Y.	"	2 1/2 M. F. Ackert.	25	5.00
"	"	Rhinecliff, N. Y.	"	3 James Still.	8	5.00
"	"	"	"	1 Albert G. Traver.	12	5.00
O	St. Johnsville, N. Y.	St. Johnsville, N. Y.	Boarding House.	1/2 Peter A. Flanders.	8	7.00
P	Skaneateles, N. Y.	Skaneateles, N. Y.	Lake View House.	1/2 Lewis H. Thayer.	20	6.00
"	"	"	The Packwood.	1/2 E. A. Andrews.	100	10.00 to 15.00
"	"	Glen Haven, N. Y.	Glen Haven Sanitarium.	Drs. Wm. C. Thomas & Mourin	300	10.00 to 14.00

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—James M. Wardner, Rainbow Inn, "Adirondack." Two minutes' walk from station on the Adirondack & St. Lawrence line to house; delightful location, dry air, commodious accommodations, magnificent mountain scenery; lake, close to house, is four miles long, affording splendid boating; the best deer hunting and trout fishing in the Adirondacks; carriages, boats; farm connected with the house; venison and trout in season; P. O. and telegraph in house; rates moderate; send for circular.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta'n.	NAME OF PROPRIETOR.	ACCOM.	TERMS PER WEEK.
1 Saratoga, N. Y.	Saratoga Springs, N. Y.	Grand Union Hotel.		Woolley & Gerrans.	1500	Apply
"	"	United States Hotel. See note.		Tompkins, Gage & Perry.	1200	Apply
"	"	Congress Hall.		Clement & Co.	1000	\$21.00 to \$25.00
"	"	The Kensington.		Paul C. Grening.		Apply
"	"	The Clarendon.		Averill & Gregory.	350	Apply
"	"	The Warden.		W. W. Worden.	250	17.50 to 21.00
"	"	Adelphi Hotel.		A. E. Wilder.	300	17.50 to 21.00
"	"	Victoria Hotel.		P. Riesgo.	250	20.00 to 25.00
"	"	Summer Rest.	1½	M. E. Morse.	40	10.00 to 17.00
"	"	The Aldine.	1¼		150	12.00 to 20.00
"	"	Commercial Hotel.		J. M. Wardell.	100	10.00
"	"	Homeopathic Sanitarium.		Dr. Mary E. Stewart.		Apply
"	"	Temple Grove House.		C. F. Dowd.	125	Apply
"	"	Mansion House.		Hannah S. Paul.	100	Apply
"	"	Continental House.			100	Apply
"	"	Dr. Hamilton's Medical Institute.		R. Hamilton.	75	Apply
"	"	Congress Park House.		H. W. Slocum.	80	12.00 to 20.00
"	"	The Windsor.		Willard Lester.	300	Apply
"	"	Dr. Strong's.		Drs. S. S. & S. E. Strong.	120	Apply
"	"	The Heustis House.		W. B. Heustis.	150	15.00 to 21.00
"	"	The National.		W. Gunther.	50	7.00 to 10.00
"	"	Albemarle House.	1½	Wm. J. Riggs.	30	12.00 to 20.00
"	"	The Columbian Place.		Mrs. M. L. Weston.	30	8.00 to 15.00
"	"	Washington House.		A. S. Washburne.	150	10.00 to 15.00
"	"	Circular St. House.		Sam'l O. Marsh.	75	10.00 to 17.00
"	"	White St. Mansion.	¾	Mrs. A. King.	40	7.00 to 16.00
"	"	Everett House.		L. M. Suarez.	100	Apply
"	"	Washington Hall.		A. J. Starr.	500	Apply
"	"	Broadway House.			50	Apply
"	"	Spencer House.		N. Waterbury.	60	Apply
"	"	The Linwood.		S. M. Van Dusen.	75	Apply
"	"	New York Hotel.		C. Nims.	75	Apply
"	"	Boarding House.		Mrs. J. J. Healy.	50	10.00 to 15.00
"	"	Teft House.		T. T. Teft.	60	Apply
"	"	White Sul. Spring Hotel. See note		T. C. Luther.	10.00	10.00 to 12.00
1 Sharon Springs, N. Y.	Sharon Springs, N. Y.	American Hotel.	¾	N. M. La Rue & Son.	75	12.00 to 14.00

Special Notice.—Tompkins, Gage & Perry. United States Hotel, one of the largest, best appointed and most splendidly managed of any of the hosteleries of this famous summer resort; open to October 1st; the excellent service and accommodations of the "United States" have made for it a world-wide reputation. Rates, transient, \$5.00; weekly, \$28.00 to \$35.00. In June, July and September; \$35.00 in August.

Special Notice.—T. C. Luther. White Sulphur Spring Hotel and Park; on shore of Saratoga Lake; steamboat, railroad, telephone, telegraph connections with Saratoga; the celebrated white sulphur baths; hunting, boating, fishing, bathing, beautiful drives, livery, lawn tennis, etc.; rooms large and in suite, overlooking lake or park; rates \$10.00 to \$12.00 per day; no malaria or mosquitoes; write for illustrated circular; P. O. Saratoga; references on application.

I Sharon Springs, N. Y.		Sharon Springs, N. Y.		Sharon House.		P. G. Sharp & Son.		125	
"	"	"	"	Fetters' Hotel.	"	1	1200 to 1600	125	1200 to 1600
"	"	"	"	The Pavilion.	"	1/4	800 to 1500	100	800 to 1500
"	"	"	"	Union Hotel.	"	1	2100 and upwards	500	2100 and upwards
"	"	"	"	Howland House.	"	1	1400 and upwards	250	1400 and upwards
"	"	"	"	Vanderbilt Hotel.	"	3/4	500	100	500
"	"	"	"	Mansion Hotel.	"	1	1000 to 1500	100	1000 to 1500
"	"	"	"	Hop Exchange Hotel.	"	J. Hubbs.	1200	75	1200
"	"	"	"	Boarding House.	"	C. M. Van Deusen.	800 to 1000	25	800 to 1000
"	"	"	"	"	"	1/4 W. H. Wilson.	1000	25	1000
"	"	"	"	"	"	1/2 Mrs. Townley.	1000 to 1200	25	1000 to 1200
"	"	"	"	"	"	1/2 Mrs. Eliza Shaul.	700	20	700
"	"	"	"	New York House.	"	3/4 M. Sticht.	900	50	900
"	"	"	"	Cottage.	"	3/4 Mrs. N. Van Buren.	800 to 1400	50	800 to 1400
"	"	"	"	"	"	1 J. Swift.	200 to 1000	15	200 to 1000
"	"	"	"	Wild's Cottage. See note.	"	At Sta.	700	15	700
"	"	"	"	Waverly House.	"	L. C. Goodrich.	800	50	800
"	"	"	"	Mountain View House.	"	D. J. McNeil, Jr.	800	35	800
"	"	"	"	Trout Lake House.	"	A. Prentice.	500	25	500
"	"	"	"	Portland House.	"	W. Willey.	800	50	800
"	"	"	"	Congress Hall.	"	1/2 F. West.	1000 to 1500	125	1000 to 1500
"	"	"	"	Weldon House.	"	1/2 J. C. Finch.	1200 to 2000	400	1200 to 2000
"	"	"	"	American House.	"	1/2 S. I. Stroud.	700 to 1400	100	700 to 1400
"	"	"	"	Stratton's Hotel.	"	1/2 J. H. Stratton.	500 to 800	100	500 to 800
"	"	"	"	Lake View House.	"	1/2 H. L. Samson.	900 to 1500	50	900 to 1500
"	"	"	"	Numerous Private Boarding Houses.	"	6	1000 to 1200	50	1000 to 1200
"	"	"	"	Shoreham Hotel.	"	K. W. King.	Apply	150	Apply
"	"	"	"	Fair View Farm.	"	Otto P. Minrath.	700 to 900	12	700 to 900
"	"	"	"	Hillside Farm House.	"	Charles W. Park.	600 to 800	10	600 to 800
"	"	"	"	Highland Cottage.	"	1/2 Mrs. C. Whitson.	500 to 700	8	500 to 700
"	"	"	"	Farm House.	"	1/2 Mrs. Jos. W. Sherwood.	700	12	700
"	"	"	"	Ridge Farm.	"	1/2 Geo. W. Mathews.	600 to 800	25	600 to 800
"	"	"	"	Farm House.	"	1/2 Mrs. T. H. Lane.	600 to 1000	20	600 to 1000
"	"	"	"	"	"	1/2 J. H. Reed.	700 to 800	20	700 to 800
"	"	"	"	"	"	1/2 Mrs. J. T. Griffin.	600 to 800	6	600 to 800
"	"	"	"	"	"	1/2 R. B. Austin.	Apply	10	Apply
"	"	"	"	Farm House.	"	3 Mrs. Wm. R. Trowbridge.	800	10	800
"	"	"	"	Overlook Farm House.	"	J. M. Wilcox.	600	8	600
"	"	"	"	Farm House.	"	5 Duane Odell.	2000	20	2000
"	"	"	"	"	"	5 Patrick Quinlin.	600	30	600
"	"	"	"	"	"	3/4 Mrs. D. B. Giddings.	1000	6	1000
"	"	"	"	"	"	4 Sheldon G. Odell.	600	6	600
"	"	"	"	"	"	4 Wm. H. Becker.	600	10	600
"	"	"	"	"	"	4 Robt. J. Dennis.	600	10	600
"	"	"	"	"	"	1 1/2 Gilbert R. Sprague.	700	25	700
"	"	"	"	"	"	3 G. A. Cutler.	600	25	600
"	"	"	"	"	"	3 Solomon Kirby.	1200 to 2000	70	1200 to 2000
"	"	"	"	Sharon Inn.	"				

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—Wild's Cottage. Sharon Springs, N. Y.; accommodate 12 to 15; adults \$7.00; pleasantly situated on Main Street.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta'n.	NAME OF PROPRIETOR.	ACCOM.	TERMS PER WEEK.
M Sharon Station, N. Y.....	Sharon, Conn.....	Private Residence.....	3	N. C. Wilson	10	Apply
"	Sharon Station, N. Y.....	Boarding House.....	3½	Miss Laura Loucks.....	18	\$8.00 to \$10.00
"	Sharon Conn.....	Silver Lake House.....	4	Mrs. F. B. Hamlin.....	18	6.00
"	"	Boarding House.....		S. A. Skiff.....	15	Apply
"	"	Private House.....		Willard Baker.....	14	Apply
R Salisbury, Conn.....	Sharon Valley, Conn.....	Lakeside Farm House.....	3½	Geo. E. Bierce.....	10	7.00 and 8.00
"	Salisbury, Conn.....	Farm House.....	2	Mrs. J. M. Odenbreit.....	10	6.00
"	"	Lawn Cottage.....	14	Mrs. J. G. Landon.....	45	8.00 to 10.00
T Stephentown, N. Y.....	"	Maple Shade House.....	14	Mrs. J. M. Russell.....	10	7.00 to 10.00
"	Stephentown, N. Y.....	Hotel.....	14	M. A. Daniels.....	10	Apply
"	"	Private Residence.....	14	Mrs. A. M. Rose.....	5	5.00
"	"	"	14	Mrs. E. Brown.....	4	4.00
"	"	Hotel.....	14	T. Cassidy.....	4	Apply
"	"	Private House.....	2	E. B. Chase.....	4	Apply
T South Berlin, N. Y.....	Stephentown Centre, N. Y.....	Private Residence.....	2	Dan Chase.....	4	Apply
"	South Berlin, N. Y.....	"	2	E. J. Mattison.....	7	7.00
"	"	"	14	Mrs. Addie Lapham.....	6	7.00
"	"	"	15	H. H. Jones.....	4	7.00
F Saranac Lake, N. Y.....	Ampersand, N. Y.....	Hotel Ampersand.....	3½	Eaton & Young.....	225	21.00 and upwards
"	Algonquin, N. Y.....	Hotel Algonquin.....	3½	John Harding.....	150	15.00 to 25.00
"	Saranac Lake, N. Y.....	Saranac Lake House.....	1½	Milo B. Miller.....	250	14.00 to 23.00
"	"	The Berkeley House.....	1½	Streeter & Dennison.....	100	14.00 to 21.00
"	"	Riverside Inn.....	1½	Wallace Murray.....	100	14.00 to 21.00
"	"	Silver Maple Cottage.....	1½	W. F. Roberts.....	15	10.00 to 15.00
"	"	Linwood Cottage.....	1½	Frank A. Mautz.....	25	10.00 to 15.00
"	"	Baker Cottage.....	1½	A. J. Baker.....	15	8.00 to 10.00
"	"	St. Bernard Cottage.....	14	Frank G. Morse.....	40	10.00 to 20.00
"	"	Franklin House.....	14	John C. Morgan.....	60	6.00 to 10.00
"	"	Villa Dorsey.....	18	W. C. Rice.....	30	12.00 to 20.00
"	"	Private House.....	1	J. Oakley.....	10	10.00 to 17.50
"	"	Pioneer Lodge.....	14	Mcagher Bros.....	25	10.00 to 18.00
"	Lake Placid, N. Y.....	Mirror Lake Hotel.....	9	Chas. E. Martin.....	300	17.50 and upwards
"	"	Stevens House.....	9	J. A. & G. A. Stevens.....	300	Apply
"	"	Ruisse-aumont.....	9	T. Edmund Krumholz.....	125	17.50 to 40.00
"	"	Grand View Hotel.....	9	Henry Allen.....	250	14.00 to 17.50
"	"	Lake Placid House.....	9	G. W. Baldwin.....	100	12.00 to 15.00
"	"	Whiteface Inn.....	9	Mrs. M. S. Elmendorf.....	150	18.00
"	"	Undercliff Cottage.....	9	Dr. C. D. Alton.....	18	Apply
"	"	Elba House.....	11	R. E. Fisher.....	4	7.00 to 10.00
"	Newman, N. Y.....	Raybrook House.....	4	Duncan Cameron.....	150	10.00 to 17.00
"	Raybrook, N. Y.....	Mansion House.....	27	S. J. Lamson & Co.....	100	10.50 to 17.50
"	Elizabethtown, N. Y.....	Maplewood Inn.....	27	G. W. Jenkins.....	100	10.00 to 14.00
"	"	Cascade Lake House.....	18	E. M. Weston.....	100	10.00 to 17.50
"	Cascadeville, N. Y.....	"	10	W. B. Leggett.....	100	Apply
"	Lake Placid, N. Y.....	Castle Rustico.....	10	"	100	Apply

F	Saranac Lake, N. Y.	North Elba, N. Y.	Adirondack Lodge.	18	Henry VanHovenbergh.	80	16.00 and upwards
"	"	Saranac Lake, N. Y.	Villa Otiene.	1½	A. B. Moody.	20	12.00 to 18.00
"	"	"	Conklin Cottage.	1½	Mrs. Jennie Conklin.	12	10.00 to 12.00
"	"	"	Olivo Hill House.	1½	Joseph Hughes.	6	6.00
"	"	"	Private House.	1½	Mrs. F. B. Hagen.	10	10.00 to 15.00
"	"	"	Spring Rock Cottage.	1½	Miss E. A. Wilcox.	20	10.00 to 14.00
"	"	"	Private House.	1½	Rant Reynolds.	20	8.00 to 12.00
"	"	"	"	2	Mrs. Horace Morhans.	10	8.00 to 10.00
"	"	"	"	2	D. W. Riddle.	125	17.50 to 35.00
F	Saranac Inn, N. Y.	Saranac Inn, N. Y.	Saranac Inn.	10	Harlow H. Chandler.	100	Apply
"	"	Wawbeek, N. Y.	Hotel Wawbeek.	10	E. Pearse.	Apply	Apply
"	"	"	Saranac Club.	10	C. S. Simpson.	40	12.00 to 18.00
"	"	"	Rustic Lodge.	10	Chas. H. Warner.	30	10.00 to 14.00
U	Shokan, N. Y.	Axton, Franklin County, N. Y.	Hawatha House.	10	Mrs. Susan Eichler.	100	7.00 to 8.00
"	"	"	Farm House.	1	D. C. Davis.	20	6.00 to 8.00
"	"	"	Locust Grove Cottage.	1½	C. E. Kron.	25	6.00 to 10.00
"	"	"	Terrace Cottage.	1½	Henry Schmidt.	100	7.00 to 10.00
"	"	West Shokan, N. Y.	High Point House.	1½	N. B. Crispell.	40	6.00 and 7.00
"	"	"	Farm House.	1½	O. J. Hamilton.	50	7.00 to 10.00
"	"	"	Hamilton House.	1½	F. A. McClure.	150	10.00 to 18.00
U	Shandaken, N. Y.	Shandaken, N. Y.	Palace Hotel.	14	F. W. La Ment.	150	10.00 to 15.00
"	"	"	La Ment's Hotel.	14	M. C. Wait.	50	Apply
"	"	"	Hotel.	14	S. E. Churchill.	300	10.00 to 20.00
U	Stamford, N. Y.	Stamford, N. Y.	Churchill Hall.	14	M. W. Godell.	50	8.00 to 20.00
"	"	"	Hamilton House.	14	S. I. Brown.	70	10.00 to 15.00
"	"	"	Greycourt Inn.	14	Mrs. Rose C. Simpson.	75	10.00 to 15.00
"	"	"	Simpson Terrace.	1½	J. P. & J. G. Grant.	100	Apply
N	Tarrytown, N. Y.	North Tarrytown, N. Y.	The New Grant House.	1½	Caleb W. Horton.	12	6.00 to 8.00
"	"	Tarrytown, N. Y.	Private Dwelling.	14	R. H. Vaughan.	100	10.00 to 20.00
"	"	"	Mott House.	14	Mrs. L. F. Kendall.	8	8.00 to 10.00
S	Tivoli, N. Y.	Tivoli, N. Y.	The Maplehurst.	34	P. Overbaugh.	20	3.00 and 6.00
"	"	"	Private House.	14	Mrs. H. Rivenburgh.	10	Apply
O	Tribes Hill, N. Y.	Clermont, N. Y.	Boarding House.	1½	D. V. Manchester.	150	14.00 to 21.00
K	Ticonderoga, N. Y.	Tribes Hill, N. Y.	Rogers Rock Hotel.	6	Treadway Bros.	200	8.00 to 14.00
"	"	Ticonderoga, N. Y.	Burleigh House.	1½	E. J. Wood.	150	6.00 to 12.00
"	"	"	Halls Home.	13½	W. H. Morgan.	40	10.00 to 15.00
R	Tariffville, Conn.	Tariffville, Conn.	Tuxis House.	14	D. O. Reed.	6	5.00 to 7.00
F	Trenton Falls, N. Y.	Trenton, N. Y.	Private House.	2	Mrs. Homer Thayer.	100	14.00 to 20.00
"	"	"	Moore's Hotel.	34	Maria Moore.	30	10.00 to 12.00
"	"	"	Kenyaohora House.	34	C. E. Moore.	6	5.00
"	"	"	Temperance Hotel.	2	M. E. Russell.	50	8.00 to 12.00
F	Tupper Lake, N. Y.	Tupper Lake, N. Y.	Hotel Akamout.	1½	J. H. & T. L. Wier.	100	14.00 to 21.00
"	"	"	Tupper Lake House.	8	T. & B. Hatch.	75	10.00 to 12.00
"	"	"	Moody's.	34	Mart Moody.	50	5.00
A	Verbank Village, N. Y.	Verbank Village, N. Y.	Globe Hotel.	1½	R. W. Kinneer.	25	7.00 to 10.00
K	Vergennes, Vt.	Vergennes, Vt.	Maple Shade Hotel.	34	S. Seutt.	150	7.00 to 10.00
"	"	"	Stevens House.	1½	S. S. Games.	50	6.00
"	"	"	American House.	1½	Colston.	50	6.00

For explanation of reference marks in left-hand margin see page 324.

List of HOTELS, BOARDING HOUSES and FARM HOUSES Taking Summer Boarders.—Continued.

RAILWAY STATION.	POST OFFICE.	NAME OF HOUSE.	Miles from Sta'n.	NAME OF PROPRIETOR	Accom.	TERMS PER WEEK.
B Willow Brook, N. Y.....	Schultzville, N. Y.....	Brookside Farm House.....	3	Diane Story.....	25	\$6.00 to \$7.00
o Whitesboro, N. Y.....	Willow Brook, N. Y.....	Farm House.....		Wm. W. Wright.....		Apply
g Watertown, N. Y.....	Whitesboro, N. Y.....	Whitesboro Sanitarium.....	1½	J. B. Ellis, M. D.....	30	10.00 to 20.00
"	"	Woodruff House.....	1½	F. W. Hayden.....	150	17.00 to 20.00
"	"	Kirby House.....	1½	A. D. Williams.....	100	6.00 to 10.00
"	"	Crownier House.....	1½	Wildor Bros.....	50	7.00 to 10.00
"	"	Globe House.....	1½	E. L. Harris.....	70	5.00 to 7.00
"	"	Bowers House.....	1½	Joseph Marrian.....	40	4.00 to 7.00
"	"	Harris House.....	1½	H. C. Rhubarb.....	60	5.00 to 7.00
"	"	City Hotel.....	1½	Jno. McKinley.....	30	4.00 to 5.00
i Willsboro, N. Y. (Lk Champlain)	Willsboro Point, N. Y.....	Green Mt. View House.....	5	E. Brown & Son.....	90	8.00 to 12.00
i Westport, N. Y. (Lk Champlain)	Westport, N. Y.....	Richard's House.....	14	M. A. Clark.....	75	8.00 to 12.00
i Westport, N. Y. (Adirondack Mts.)	Keene Valley, N. Y.....	St. Huberts Inn.....	14	Orlando Beede.....	35	17.50 to 25.00
"	"	Estes House.....		J. H. Estes.....		8.00 to 12.00
"	"	Tahawas House.....		G. W. Eggfeldt.....		Apply
"	"	Blinn House.....		R. R. Stetson.....		Apply
"	"	Mountain House.....		Orlando Kellogg.....	200	10.00 to 15.00
"	Elizabethtown, N. Y.....	The Windsor Hotel.....	7	J. M. Adams.....	10	6.00 to 8.00
"	"	Boarding House.....	7	E. J. Conrod.....	14	7.00
"	"	Maplewood Farm.....	8	Mrs. S. J. Lamson.....	150	10.00 to 14.00
"	"	Mansion House.....	7	H. H. Sherburn.....	125	10.00 to 12.00
"	"	Valley House.....	7	W. W. Sellingham.....	25	7.00 to 10.00
"	"	Pine Grove House.....	7	E. A. Le Verre.....	120	10.00 to 16.00
i West Pawlet, Vt.....	Pawlet, Vt.....	Crescent Valley House.....	5	B. Barrett & Son.....	201	7.00 to 12.00
k Waterbury, Vt.....	Waterbury, Vt.....	Waterbury House.....	1½	S. W. Jones.....	90	5.00 to 10.00
"	"	Park House.....	1½	J. B. Phillips.....	40	7.00
"	"	Village Hotel.....	1½	M. G. Olivette.....	75	6.00
k West Rutland, Vt.....	West Rutland, Vt.....	Barnes House.....	At Sta.	G. T. Murray.....	75	10.00
"	"	Clarendon Springs House.....	4	Herman Leumer.....	12	7.00 and 8.00
m Washingtonville, N. Y.....	Clarendon Springs, Vt.....	Cottage.....	1½	Mrs. E. W. Shaw.....	18	8.00 to 12.00
m White Plains, N. Y.....	White Plains, N. Y.....	Boarding House.....	¾	Ziba Carpenter.....	30	7.00 to 12.00
"	"	Carpenter House.....	¾	Mrs. J. E. Carpenter.....	14	7.00
"	"	Boarding House.....	¾	Mrs. W. H. Tompkins.....	6	7.00
"	"	Farm House.....	8	Mrs. H. E. Archer.....	8	8.00
"	"	Private Residence.....	1	Mrs. J. H. Lewis.....	10	8.00 to 10.00
"	"	Woodside Cottage.....	1½	Stanley F. Newell.....	10	9.00 to 15.00
"	"	Oranpau Hotel.....	At Sta.	J. Horton Carpenter.....	50	9.00 to 15.00
"	"	Farm House.....	2	Mrs. S. Barnes.....	16	10.00 to 15.00
"	"	Private House.....	1	W. L. Chester.....	2	6.00
"	"	Alderney Farm.....	1	Solomon S. Mead.....	20	14.00
"	"	Farm House.....	6	Mrs. D. T. Craft.....	30	Apply
"	Port Chester, N. Y.....	"	2½	Josiah Andrews.....	10	5.00 to 8.00
"	Manaroneck, N. Y.....	"	2½	John C. Haviland.....	10	8.00
"	Purchase, N. Y.....	"	3		30	10.00 to 12.00
"	Rye, N. Y.....	"				

M	White Plains, N. Y.	White Plains, N. Y.	Carlton Arms.	$\frac{3}{4}$ B. F. Ager & Co.	60	10.00 and upwards
M	Wassale, N. Y.	Lithgow, N. Y.	Pleasant View House.	4 Enoch Tompkins	10	Apply
	"	Wassale, N. Y.	Farm House.	$2\frac{1}{2}$ Mrs. F. D. Benson.	6	7.00
	"	Billings, N. Y.		1 Isaac Sisson.	30	5.00 to 8.00
	"	Wassale, N. Y.	Wassale House.	$\frac{1}{2}$ G. H. Gazely.	6	Apply
R	West Winsted, Conn.	Wassale, N. Y.	Farm House.	$\frac{1}{4}$ A. E. Hall.	12	7.00 to 10.00
	"	West Winsted, Conn.		$2\frac{1}{2}$ E. C. Rowley.	100	8.00 and upwards
R	Winsted, Conn.	Winsted, Conn.	Beardsley House. See note.	At Sta. G. H. Spencer.	70	7.00 to 12.00
	"	Winsted, Conn.	Winsted House.	$\frac{1}{4}$ L. E. Gillette.	75	7.00 to 12.00
F	White Lake, N. Y.	White Lake Corners, N. Y.	Hotel Andrews.	$\frac{1}{8}$ C. B. Andrews.	25	5.00
	"	White Lake Corners, N. Y.	Adirondack & St. Lawrence Hotel.	$\frac{1}{8}$ Geo. W. Davidson.	30	10.50
U	West Hurley, N. Y.	Woodstock, N. Y.	Studor's Hotel.	$\frac{3}{4}$ Phil. Studer.	250	Apply
	"	Woodstock, N. Y.	Overlook Mountain House.	9	75	7.00 to 12.00
	"	"	Boarding House.	7	75	7.00 to 10.00
	"	"	"	5	75	7.00 to 10.00
N	Yonkers, N. Y.	Lake Hill, N. Y.	"	$3\frac{1}{2}$ Wm. F. Van Etten.	12	7.00 to 10.00
	"	West Hurley, N. Y.	"	$\frac{1}{4}$ James Lasher.	20	7.00 to 10.00
	"	Yonkers, N. Y.	Mansion House.	$\frac{1}{4}$ Dr. W. F. Drake.	70	7.00 to 12.00
	"	"	Boarding House.	$\frac{1}{4}$ H. W. Downing.	12	6.00 to 8.00
O	Yost's, N. Y.	Yonkers, N. Y.	Getty House.	$\frac{1}{2}$ J. G. Shrive.	125	8.00 to 18.00
	"	"	Boarding House.	$\frac{1}{2}$ C. W. Johnson.	4	5.00
	"	Randall, N. Y.	"	$\frac{1}{4}$ J. P. Marvin.		

For explanation of reference marks in left-hand margin see page 324.

Special Notice.—Geo. H. Spencer. New Beardsley House, West Winsted, Conn. Located in a delightful healthy country, 900 feet above tide water; beautiful scenery and drives, good fishing, no mosquitoes. On the direct road from Hartford to the Berkshire Hills; hotel has elevator, electric lights, etc.; sanitary arrangements are perfect; choice airy rooms; excellent table and service. Now open for the reception of guests. Write for descriptive pamphlet. Terms \$9.00 per week upward.



COMPARATIVE TIME AND DISTANCE TABLE.

From Prominent Stations on the New York Central & Hudson River Railroad to the Famous Health and Pleasure Resorts of New York State and Canada.

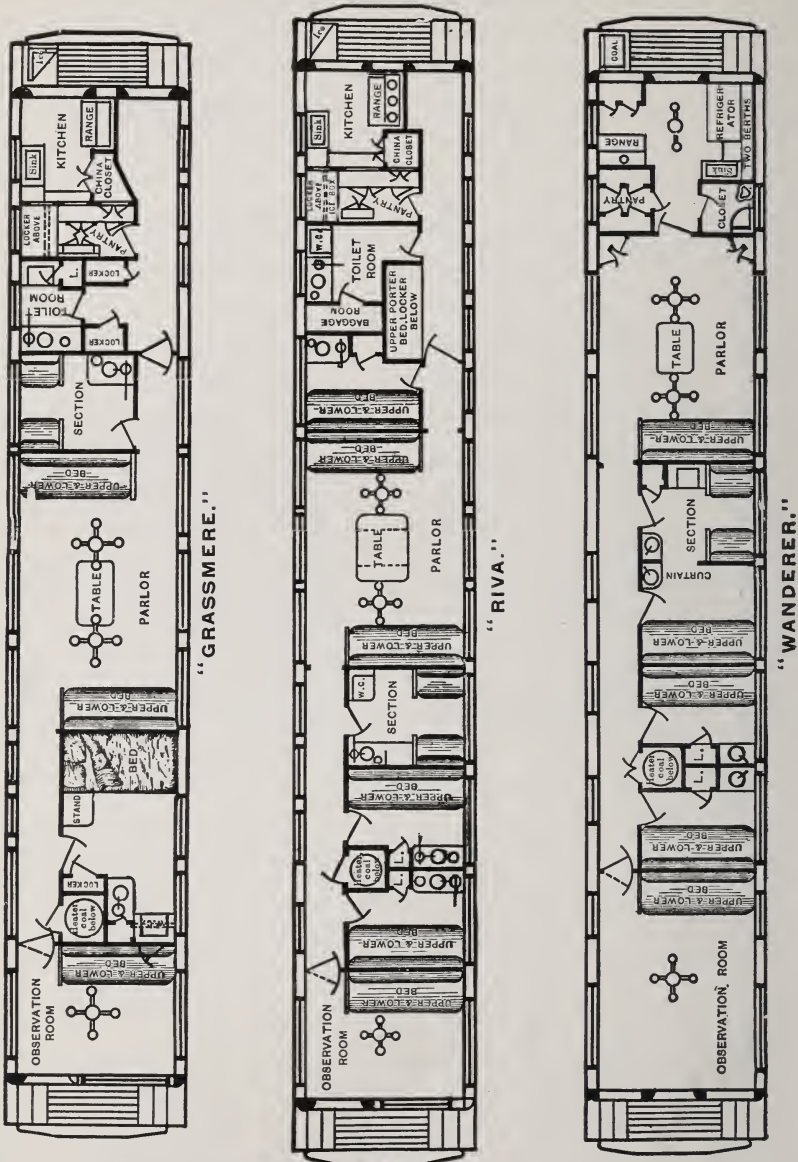
From	NEW YORK.				ALBANY.				UTICA.				SYRACUSE.				ROCHESTER.				BUFFALO.				NIAG. FALLS.					
	Dist.		Time.		Dist.		Time.		Dist.		Time.		Dist.		Time.		Dist.		Time.		Dist.		Time.		Dist.		Time.			
	Miles.	Hours.	Min's.	Hours.	Miles.	Hours.	Min's.	Hours.	Miles.	Hours.	Min's.	Hours.	Miles.	Hours.	Min's.	Hours.	Miles.	Hours.	Min's.	Hours.	Miles.	Hours.	Min's.	Hours.	Miles.	Hours.	Min's.	Hours.		
Adirondack Mountain Resorts, reached via Adirondack & St. Lawrence Line :																														
Childwold.....	331	9	50	188	5	30	121	55	174	5	20	255	7	30	323	9	30	331	10	30	323	9	30	331	10	30	323	9	30	
Childwold Park House.....	336	10	20	153	6	.....	126	4	25	179	5	50	260	8	.....	328	10	.....	336	11	.....	328	10	.....	336	11	.....	328	10	.....
Fulton Chain.....	282	8	20	139	4	.....	72	2	25	125	3	50	206	6	.....	274	8	.....	282	9	.....	274	8	.....	282	9	.....	274	8	.....
Homedaga.....	290	7	20	113	3	.....	46	1	25	99	2	50	180	5	.....	248	7	.....	290	8	.....	248	7	.....	290	8	.....	248	7	.....
Lake Placid.....	370	11	45	227	7	30	160	5	45	213	7	10	294	9	20	362	11	20	370	12	20	362	11	20	370	12	20	362	11	20
Loon Lake.....	372	11	5	229	6	53	162	5	40	215	6	45	296	8	55	364	10	55	372	11	55	364	10	55	372	11	55	364	10	55
Loon Lake House.....	375	11	25	232	7	15	165	5	40	218	7	5	299	9	15	367	11	15	375	12	15	367	11	15	375	12	15	367	11	15
Malone.....	397	11	55	261	7	30	187	5	55	240	7	20	321	8	30	389	11	30	397	12	30	389	11	30	397	12	30	389	11	30
Meacham Lake.....	376	13	.....	233	8	40	166	7	5	219	8	30	300	10	40	368	12	40	376	13	40	368	12	40	376	13	40	368	12	40
Mirror Lake.....	370	11	45	227	7	20	160	5	45	213	7	10	294	9	20	362	11	20	370	12	20	362	11	20	370	12	20	362	11	20
Montreal.....	474	14	20	331	10	.....	264	8	25	317	9	50	318	12	.....	466	14	.....	474	15	.....	466	14	.....	474	15	.....	466	14	.....
Ottawa.....	478	16	20	335	12	.....	268	10	25	321	11	50	402	14	.....	470	16	.....	478	17	.....	470	16	.....	478	17	.....	470	16	.....
Paul Smith's.....	361	10	40	218	6	20	151	4	45	204	6	10	285	8	20	353	10	20	361	11	20	353	10	20	361	11	20	353	10	20
Paul Smith's Hotel.....	365	11	.....	222	6	40	155	5	5	208	6	30	289	8	40	357	10	40	365	11	40	357	10	40	365	11	40	357	10	40
Rainbow Lake.....	364	10	50	223	6	30	154	4	55	207	6	20	288	8	30	356	10	30	364	11	30	356	10	30	364	11	30	356	10	30
Raquette Lake.....	367	13	10	164	7	.....	97	7	25	150	8	50	231	11	.....	299	13	.....	367	14	.....	299	13	.....	367	14	.....	299	13	.....
Saranac Inn.....	352	10	35	209	6	10	143	4	25	195	5	50	285	8	.....	344	10	.....	352	11	.....	344	10	.....	352	11	.....	344	10	.....
Saranac Inn (Hotel).....	353	10	35	210	6	10	143	4	35	196	6	.....	286	8	.....	345	10	.....	353	11	.....	345	10	.....	353	11	.....	345	10	.....
Saranac Lake.....	361	11	15	218	6	50	151	5	15	204	6	40	285	8	50	353	10	50	361	11	50	353	10	50	361	11	50	353	10	50
Trenton Falls.....	248	7	15	105	2	45	38	1	10	91	2	35	172	4	45	240	6	45	248	7	45	240	6	45	248	7	45	240	6	45
Tupper Lake.....	339	10	15	196	5	55	129	4	20	182	5	45	263	7	55	331	9	55	339	10	55	331	9	55	339	10	55	331	9	55
Waybeck.....	361	11	15	218	6	50	151	5	15	204	6	40	285	8	50	353	10	50	361	11	50	353	10	50	361	11	50	353	10	50
Saratoga, Lake George and other Northern Resorts :																														
Ausable Chasm.....	300	10	.....	158	6	.....	215	8	.....	299	9	45	349	12	30	417	14	45	426	16	.....	417	14	45	426	16	.....	417	14	45
Baldwin.....	245	10	.....	100	6	.....	160	8	.....	215	10	15	295	12	30	363	14	30	372	15	.....	363	14	30	372	15	.....	363	14	30
Ballston.....	173	4	45	31	1	.....	93	3	15	146	4	45	226	7	.....	294	9	.....	303	9	45	294	9	.....	303	9	45	294	9	45
Blue Mountain House.....	431	12	30	289	9	15	194	6	30	197	7	.....	236	9	.....	359	10	15	398	11	15	359	10	15	398	11	15	359	10	15
Blue Mountain Lake.....	267	14	.....	125	10	30	186	14	15	240	14	45	320	17	30	388	19	30	397	21	15	388	19	30	397	21	15	388	19	30
Bluff Point (Hotel Champlain).....	306	10	30	164	7	.....	225	8	.....	279	9	30	337	12	.....	410	14	.....	306	15	.....	410	14	.....	306	15	.....	410	14	.....
Bolton.....	224	8	.....	81	4	.....	143	6	30	196	8	15	276	10	30	345	12	30	353	13	.....	345	12	30	353	13	.....	345	12	30
Burlington.....	308	9	15	166	5	15	236	8	45	289	10	30	369	13	15	438	15	30	446	16	.....	438	15	30	446	16	.....	438	15	30
Caldwell.....	214	7	.....	71	3	.....	133	5	30	186	7	15	266	9	30	335	11	30	343	12	.....	335	11	30	343	12	.....	335	11	30
Crown Point.....	278	10	15	110	7	15	173	9	45	226	11	30	306	13	45	374	15	45	383	16	.....	374	15	45	383	16	.....	374	15	45
Crown Point.....	242	10	.....	136	6	.....	198	7	45	250	9	30	331	12	15	399	14	30	408	15	.....	399	14	30	408	15	.....	399	14	30
Elizabethtown.....	241	10	30	99	6	30	162	9	.....	215	10	45	295	13	.....	363	15	.....	372	15	.....	363	15	.....	372	15	.....	363	15	.....
Fort Ticonderoga.....	291	10	.....	60	2	45	122	7	.....	175	8	30	255	11	.....	323	12	45	332	14	.....	323	12	45	332	14	.....	323	12	45
Hadley (Luzerne).....	202	7	.....	60	2	45	122	7	.....	175	8	30	255	11	.....	323	12	45	332	14	.....	323	12	45	332	14	.....	323	12	45
Hotel Champlain (Bluff Point).....	306	10	30	164	7	.....	225	8	.....	279	9	30	337	12	.....	410	14	.....	306	15	.....	410	14	.....	306	15	.....	410	14	.....
Hulet's Landing.....	236	9	.....	93	5	.....	155	7	30	208	9	15	268	11	30	357	13	30	365	14	.....	357	13	30	365	14	.....	357	13	30
Kattskill.....	217	7	30	74	3	30	136	6	.....	189	7	45	269	10	.....	338	12	.....	346	12	.....	338	12	.....	346	12	.....	338	12	.....
Keseeville.....	302	10	.....	160	6	.....	217	8	.....	271	10	.....	351	12	45	419	15	.....	428	16	.....	419	15	.....	428	16	.....	419	15	.....
Keseeville (Hadley).....	202	7	.....	60	2	45	122	7	.....	175	8	30	255	11	.....	323	12	45	332	14	.....	323	12	45	332	14	.....	323	12	45

TO

North Creek.....	238	6	30	96	5	157	8	45	211	9	15	291	12	359	14	308	15	45
Plattsburgh.....	239	10	45	167	7	15	228	8	15	282	9	45	340	12	15	413	14	15
Riverside.....	240	6	88	4	30	149	8	30	203	9	45	283	11	45	351	13	45	
Round Lake.....	241	8	25	4	45	87	3	30	203	9	45	228	6	45	298	8	45	
Sagamore (Green Island).....	242	8	83	4	45	145	6	30	198	8	15	278	10	30	347	12	30	
Saratoga.....	243	8	38	1	15	100	3	30	153	5	228	7	15	301	9	15	310	
Selkirk Lake.....	244	15	30	107	7	30	108	11	30	222	12	359	14	45	370	16	45	
Westport.....	270	9	128	5	...	189	6	45	242	8	30	323	11	15	391	13	30	
Resorts in the Lake Region of Central New York :																		
Auburn (Owasco Lake).....	316	7	45	174	4	15	79	2	36	...	45	76	3	15	145	5	45	
Canandaigua Lake.....	317	10	...	222	7	127	4	15	74	3	15	28	1	97	3	105	3	
Cayuga Lake.....	318	10	...	184	5	30	90	4	30	37	1	30	65	2	45	134	4	
Cazenovia Lake.....	319	9	45	142	5	47	2	...	36	1	15	116	4	...	184	6	15	
Chautauqua (Mayville).....	324	14	45	360	10	45	266	8	213	6	45	132	4	30	64	2	45	
Cooperstown (Otsego Lake).....	323	8	45	91	3	30	50	3	15	103	7	183	9	...	252	11	...	
Geneva (Seneca Lake).....	342	9	...	190	6	104	3	15	51	2	15	51	2	...	119	4	...	
Ithaca (Cayuga Lake).....	337	11	45	195	7	100	4	...	55	3	15	106	3	45	174	5	45	
Jameson (Chautauqua Lake).....	307	16	15	383	12	15	289	9	30	236	8	15	155	6	...	183	6	
Long Point (Seneca Lake).....	359	12	45	217	8	15	12	8	69	4	45	132	4	30	64	2	45	
Mayville (Chautauqua Lake).....	341	14	45	300	10	45	266	8	213	6	45	132	4	30	64	2	45	
Onondaga.....	264	8	...	122	3	30	27	...	45	36	1	106	3	30	175	6	...	
Owasco Lake (Auburn).....	316	7	45	174	4	15	79	2	36	...	45	76	3	15	145	5	45	
Penn Yan (Lake Keuka).....	301	9	40	219	6	15	124	3	45	71	2	30	71	2	...	139	4	
Richfield Springs (Canadago Lake).....	272	8	30	130	4	45	35	1	30	88	5	168	7	...	237	9	...	
Skaneateles Lake.....	312	8	30	170	4	45	75	3	15	22	1	90	4	...	158	6	15	
Watkins Glen (Seneca Lake).....	378	10	...	236	6	30	141	4	45	88	3	...	75	3	...	143	5	
Resorts on the line of, or reached via the Rome, Watertown & Ogdensburg Railroad, including the Principal Gateways to the Thousand Islands of the St. Lawrence River, and the Leading Canadian Cities :																		
Alexandria Bay, N. Y.....	359	11	...	217	7	30	122	5	...	126	5	30	187	6	...	285	10	45
Belleville, Ont.....	410	15	30	208	12	...	177	8	45	159	9	...	220	8	...	319	11	15
Brockville, Ont.....	362	13	30	220	10	...	125	4	15	120	5	...	181	7	...	289	10	15
Canton, N. Y.....	364	13	30	222	10	...	127	5	15	130	6	30	190	8	...	315	11	15
Cape Vincent, N. Y.....	350	11	30	208	8	...	117	4	45	99	5	...	160	4	...	259	7	15
Carthage, N. Y.....	311	8	...	169	4	30	74	2	30	92	5	...	153	6	...	252	9	15
Clayton, N. Y.....	345	9	30	203	6	...	108	3	30	112	4	...	173	4	...	271	9	15
Gananoque, Ont.....	381	14	30	230	11	...	148	3	45	130	8	...	191	7	...	290	10	15
Gouverneur, N. Y.....	342	13	...	200	9	30	105	4	15	108	5	...	169	6	30	267	9	15
Kingston, Ont.....	365	13	30	223	10	...	132	6	45	114	7	...	175	6	...	274	9	15
Massena Springs, N. Y.....	305	14	30	253	11	...	158	6	45	161	7	...	200	8	...	320	11	15
Montreal, P. Q.....	384	13	30	242	10	...	253	12	...	257	12	15	318	12	45	416	16	...
Morristown, N. Y.....	360	13	...	218	9	30	123	3	45	127	4	30	188	5	...	296	8	15
Napawee, Ont.....	388	14	...	246	10	30	155	7	15	137	7	30	198	6	30	297	9	45
Norwood, N. Y.....	382	14	...	240	10	30	145	5	45	148	7	...	209	7	30	307	10	45
Ogdensburg, N. Y.....	371	14	...	229	10	30	134	6	...	142	5	45	203	10	15	301	13	30
Oswego, N. Y.....	327	8	30	184	5	...	91	3	15	37	1	15	74	2	45	175	6	...
Philadelphia, N. Y.....	324	9	...	182	5	30	87	3	...	90	3	15	151	4	45	250	9	...
Potsdam, N. Y.....	374	14	...	232	11	...	137	5	30	140	6	45	191	7	15	239	10	30
Prescott, Ont.....	372	14	15	236	10	45	135	6	15	143	6	...	204	10	30	268	12	45
Quebec, P. Q.....	550	19	45	414	16	15	425	18	15	429	18	30	500	19	...	588	22	...
Round Island, N. Y.....	347	10	...	205	6	30	110	4	...	114	4	30	175	5	...	273	9	45
Sacketts Harbor, N. Y.....	339	11	30	195	8	...	104	4	15	86	4	30	147	4	...	246	7	15
Thousand Island Park, N. Y.....	349	10	15	207	6	45	112	4	30	116	4	45	177	5	15	275	10	30
Toronto, Ont.....	546	16	30	404	13	...	205	10	45	229	9	30	158	8	15	107	5	45
Watertown, N. Y.....	325	10	30	183	7	...	92	3	45	74	4	...	135	5	15	234	8	30

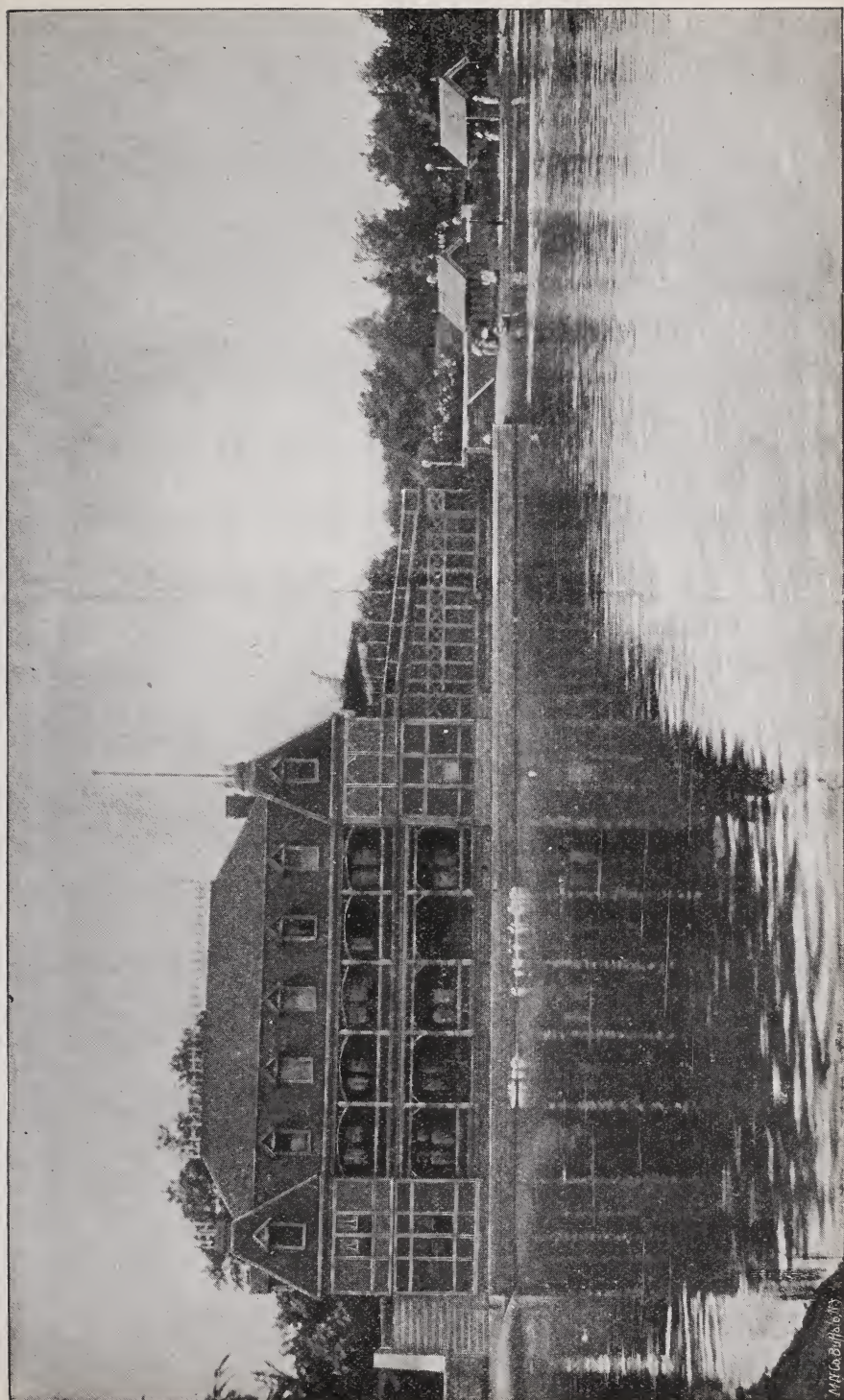
DIAGRAMS OF PRIVATE CARS FOR CHARTER BY THE WAGNER PALACE CAR COMPANY.

(SEE OPPOSITE PAGE FOR DESCRIPTION.)



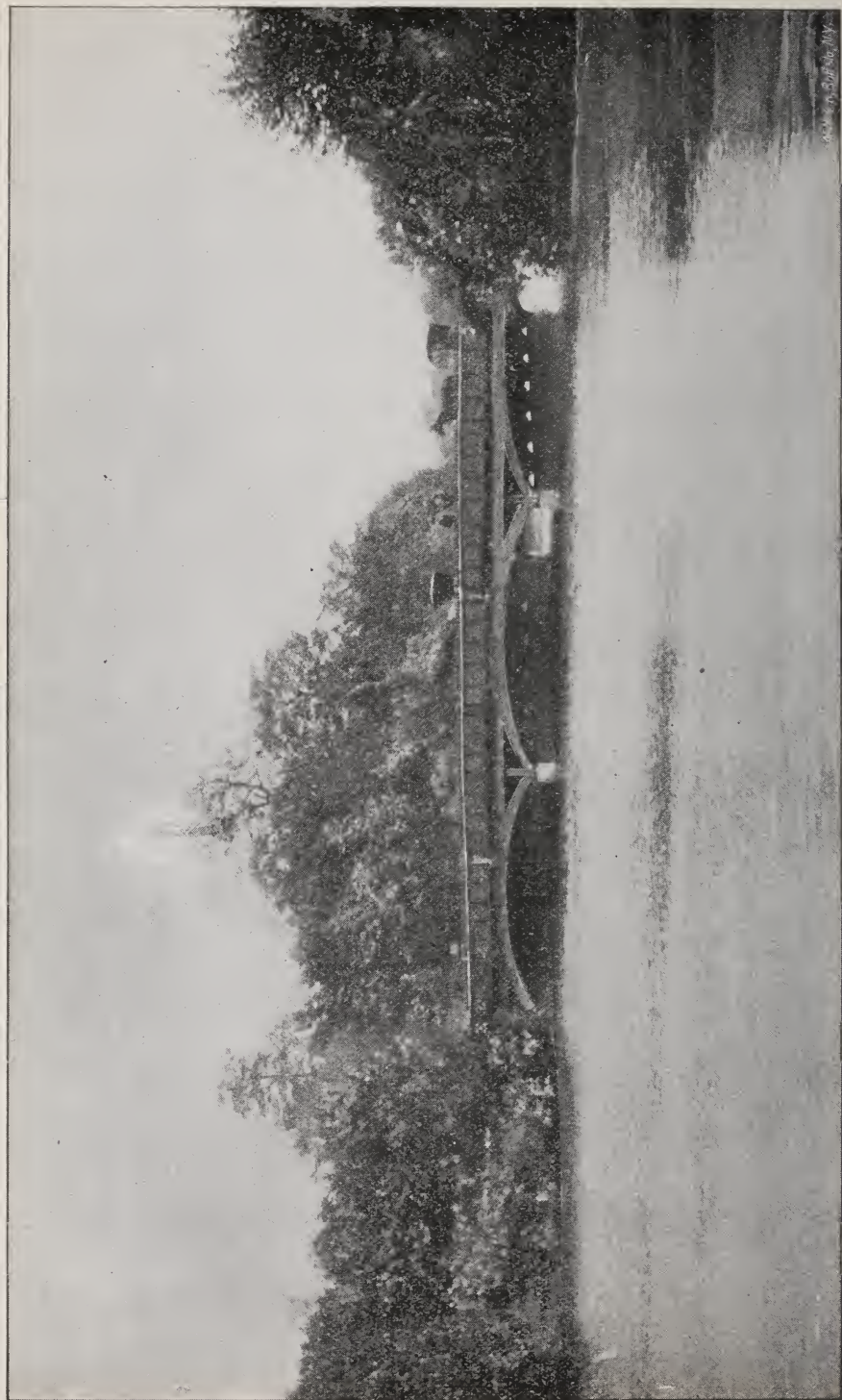
NEW SLEEPING CARS FOR CHARTER.

Magnificent new Drawing Room or Sleeping Cars will be chartered for the accommodation of large parties upon application to any of the representatives of the Wagner Palace Car Company, or the New York Central & Hudson River Railroad Company, whose addresses appear on opposite page.



THE BOAT HOUSE, BUFFALO PARK.

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ROYAL TRAVELING FACILITIES.

PRIVATE CARS FOR CHARTER

TO FAMILIES AND SPECIAL PARTIES.

THE WAGNER PALACE CAR COMPANY, with an enterprise that has marked every branch of its excellent service during the past two years, has placed in service on the New York Central & Hudson River Railroad, and connecting lines throughout the United States and Canada, a number of private or special cars that are indisputably more comfortable in arrangement and more luxurious in appointments than any similar cars ever before offered for charter.

Diagrams, showing the interior arrangement of three of these cars, are presented on the opposite page, in order to convey an adequate idea of the conveniences provided for the comfort of the occupants of cars of this description, whether for a long or a short journey. Diagrams of other cars will be furnished on application.

The demand from families, private parties and theatrical stars for the private cars owned by the WAGNER PALACE CAR COMPANY is steadily increasing, and for a party making an extended trip no other mode of traveling is at all comparable.

These private cars have been constructed upon plans approved by experienced travelers, so as to insure all the comforts of a home or a first-class hotel that it is possible to realize in so restricted a space. They have large saloons or parlors, furnished with luxurious movable chairs, tables, reading lamps, etc. The private bedrooms have large beds and toilet conveniences.

The kitchens are fully equipped, and experienced cooks, waiters and porters accompany the cars.

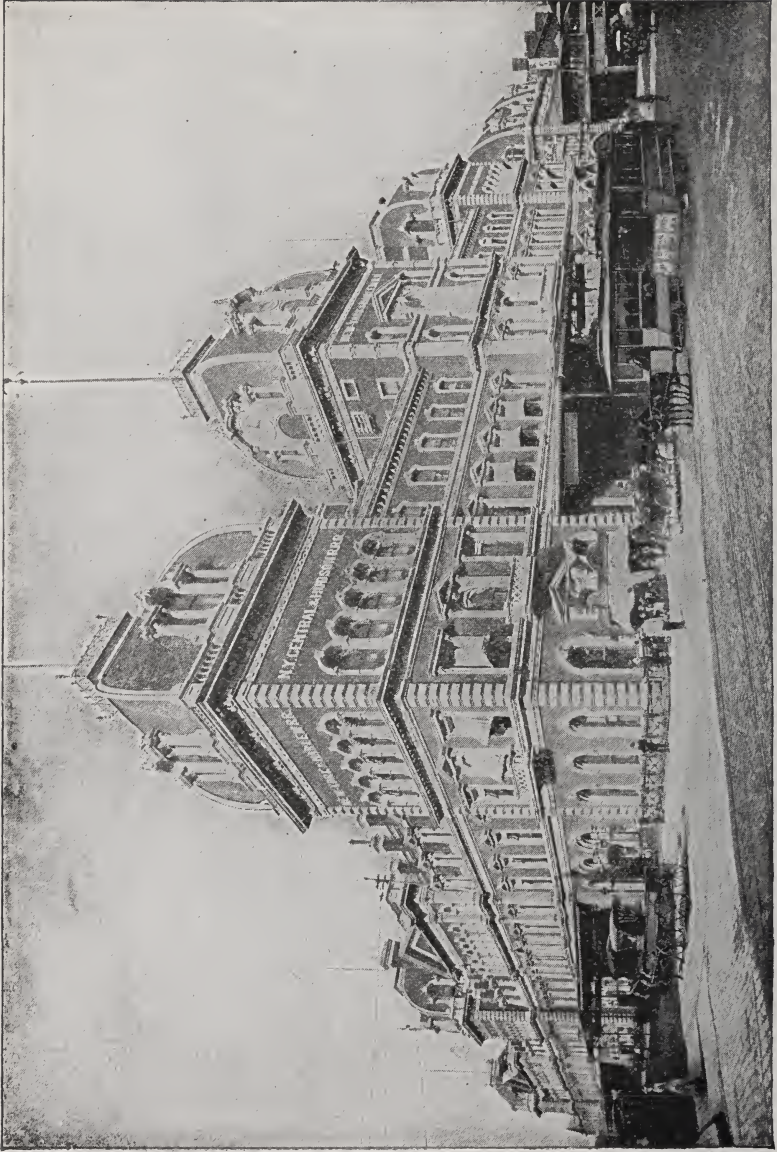
If desired, the Company supplies the commissariat at cost, or persons chartering a private car have the privilege of making their own arrangements for supplies.

The observation ends, with sofas, easy chairs and large plate-glass end and side windows, contribute to make a trip in a private car one of exceptional enjoyment.

The cars accommodate from twelve to sixteen persons, in addition to attendants. For larger parties Elegant Palace Sleeping Cars, accommodating from twenty-five to thirty persons, can be chartered.

Further information will be cheerfully furnished upon application to the general officers of the Wagner Palace Car Company, Vanderbilt Avenue, opposite Grand Central Station, New York, or to any of the following representatives of the passenger department of the New York Central & Hudson River Railroad Company.

GEORGE H. DANIELS, General Passenger Agent.....	Grand Central Station, New York.
M. C. ROACH, General Agent.....	413 Broadway, New York.
F. G. WOLFE, General Agent.....	N. Y. C. Station, Albany.
E. J. WEEKS, General Agent.....	1 Exchange Street, Buffalo.
W. B. JEROME, General Agent.....	97 Clark Street, Chicago.
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C. K. WILBER, W. P. A. L. S. & M. S. R'y.....	Chicago, Ill.
F. M. BYRON, C. P. and T. A. L. S. & M. S. R'y.....	Chicago, Ill.
D. B. MARTIN, G. P. A. Big Four Route.....	Cincinnati, O.
W. F. SNYDER, General Agent Big Four Route.....	St. Louis, Mo.
J. E. REEVES, General Agent Big Four Route.....	Cincinnati, O.
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NEW YORK CENTRAL & HUDSON RIVER RAILROAD: NEW YORK & HARLEM RAILROAD: NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

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Fire-Proof.



American Plan,

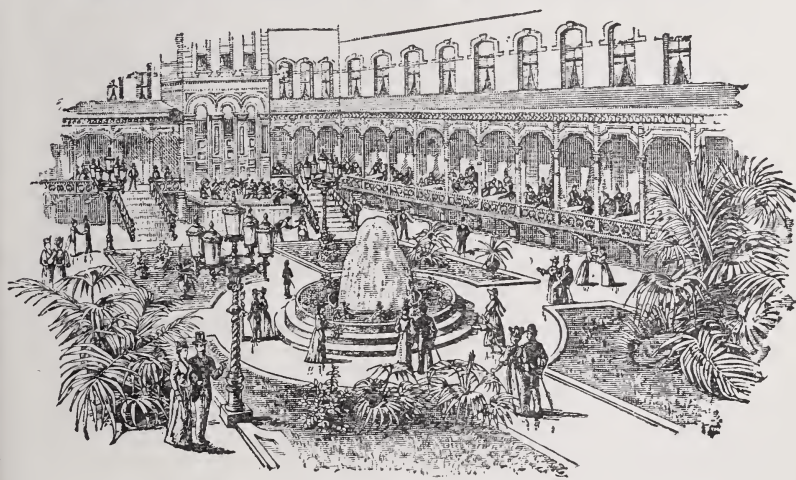
\$3.50 per Day and Upwards.

European Plan,

\$1.00 per Day and Upwards.

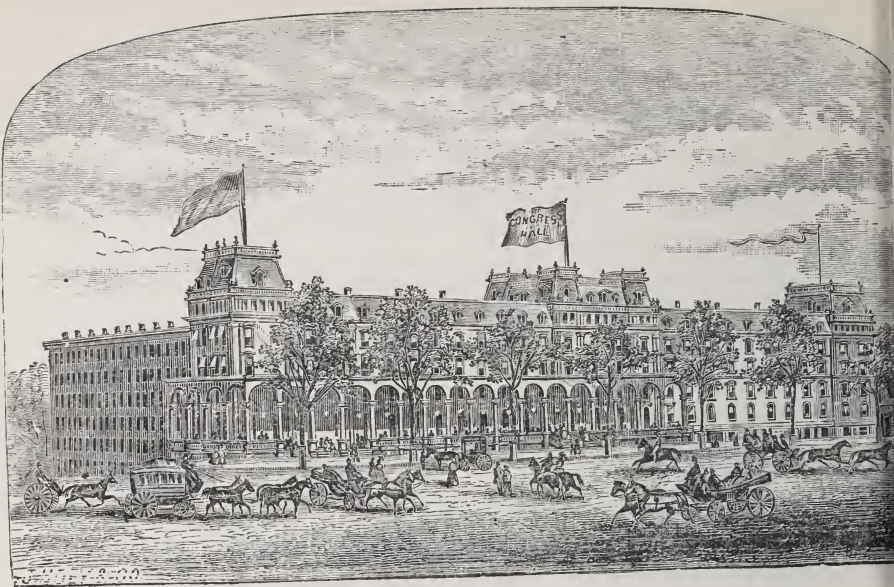
\$150,000 IN ALTERATIONS AND IMPROVEMENTS.

WM. H. EARLE & SON, PROPRIETORS.



PARK AVENUE HOTEL COURT.

Music by the ROYAL HUNGARIAN BAND every evening in summer.
Free Baggage to and from Grand Central Depot.



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SARATOGA SPRINGS, N. Y.

Opens June 21st. Accommodates 1,000 Guests.

RATES, FROM \$3 TO \$5 PER DAY, ACCORDING TO LOCATION OF ROOM.

CONGRESS HALL is built in the most substantial manner of brick with brown-stone trimmings, and presents one of the most graceful architectural appearances in Saratoga. Its walls are 20 inches thick and hollow in the center, thus securing great strength and protection from heat of summer. The roof is a Mansard, with three pavilions, which afford wide and delightful views from the promenades on top. Interior fire-walls are provided to prevent the spread of fire, and Otis elevators afford easy access to all the floors of the house. The rooms are all large, high and well ventilated, and properly provided with annunciators, gas, etc. The halls, dining-rooms, parlors and offices are of grand proportions, and are furnished with an elegance that bespeaks comfort and neatness in all its departments.

H. S. CLEMENT,
Manager.

CLEMENT & COX,
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A Strictly First Class
Transient New Hotel
Open all the year
Admirably
Located.
Close to the Falls.
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A HINT TO

Visitors to the World's Fair

ABOUT

• DENVER

Colorado

The general characteristics in favor of the city of Denver as a place for one to enjoy life in are: (1) Elevation of one mile above sea level; (2) dry and rarefied air; (3) over three hundred days of sunshine annually; (4) the warm sun temperature during spring, summer and autumn, with cool nights for sleeping, and warm winter days; (5) a moderate motion of the air; (6) a very small rain- and snow-fall; (7) the absence of fogs; (8) a pure air; (9) a dry, sandy and well-drained soil; (10) **two of the most complete hotels on the face of the globe.**

The Hotel Metropole

OPENED MAY, 1891



WM. H. BUSH
OTTO KAPPLER

An Absolutely Fire-Proof Building, furnished from office floor to roof in magnificent style; conducted on the European plan; famed for the excellence of its Cuisine and Service, and combining all the comforts of a home, your surroundings dispelling any feeling of being in a public hotel. The rates are but commensurate with the accommodations offered, and range from \$1.50 per day upward, including steam heat in every room. Restaurant and Café à la carte.

The Brown-Palace Hotel

OPENED AUGUST, 1892



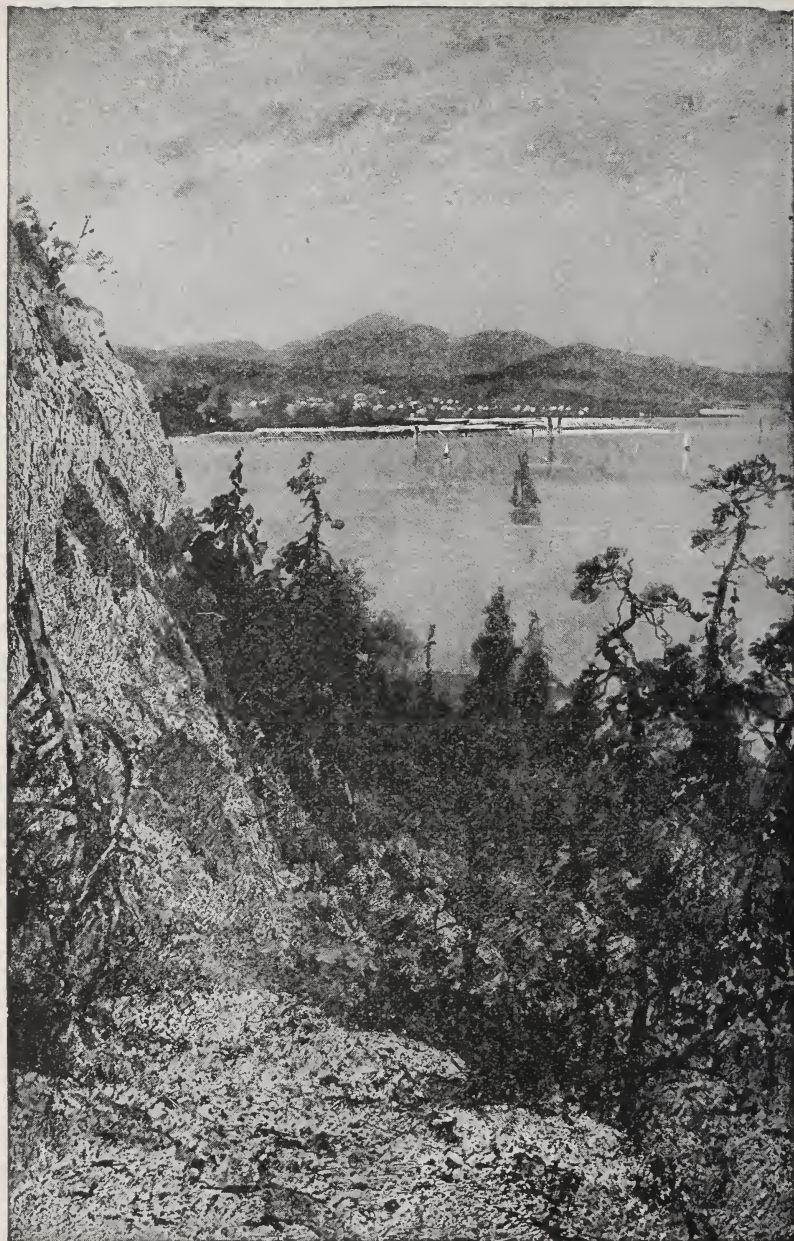
WM. H. BUSH
N. MAXCY TABOR

SYSTEMS
OF
SANITATION
MOST
PERFECT

Also an Absolutely Fire-Proof Building, furnished and equipped in the same exquisite manner conducted on the American plan, has the advantage over any other hotel in the world of ALL ROOMS FACING the streets, and as there are 100 rooms at \$3, 100 rooms at \$4, 100 rooms at \$4.50, and 100 rooms at \$5 per day and upward, including steam heat in every room, your choice is a matter of pleasure. At your table in the Dining Rooms on the eighth floor an uninterrupted view of the Rocky Mountains for three hundred miles is afforded.

Patronized by Travelers from all Quarters of the Globe

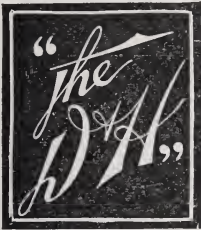
HARRY WATCHAM, General Representative



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The Hotel Champlain, on the west shore of Lake Champlain, three miles south of Plattsburgh. Delaware & Hudson R. R. station and steamboat landing in hotel grounds. All trains and boats stop. The natural stopping-over point for tourists to and from Montreal and the Adirondacks.
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THE DIRECT LINE TO THE . . .

ADIRONDACK MOUNTAINS.

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VISITORS TO THE WORLD'S FAIR should bear in mind that the route via Niagara Falls, the Thousand Islands and Rapids of the St. Lawrence, Montreal, Lake Champlain, Lake George, Saratoga and Albany to New York, is the greatest highway of summer pleasure travel in America.

Send 6 cents in stamps for finely Illustrated Guide of the line to

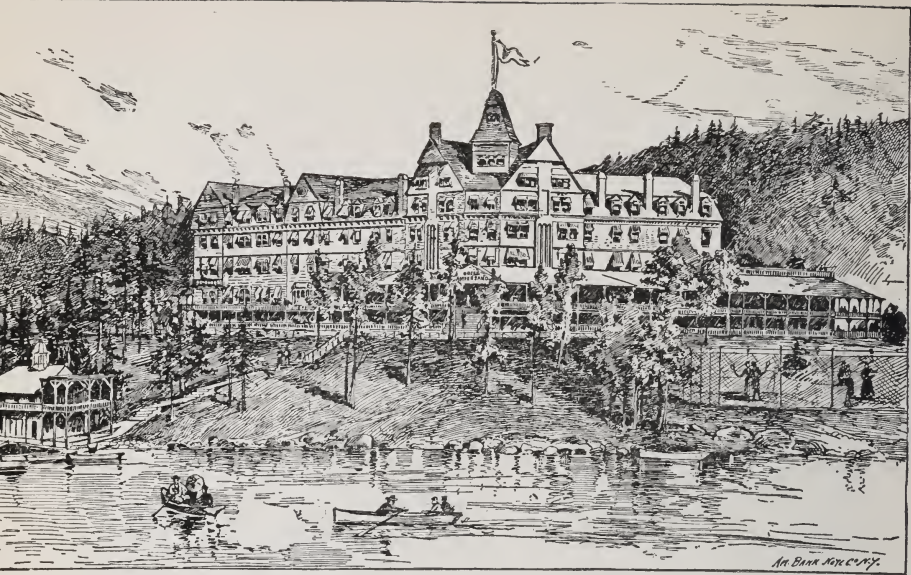
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2d Vice-President,

J. W. BURDICK,

General Passenger Agent,

ALBANY, N. Y.



The New Hotel Ampersand

AND COTTAGES.

ON LOWER SARANAC LAKE, ADIRONDACK MOUNTAINS.

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THE AMPERSAND is furnished with the most comfortable modern conveniences, elevator, bath-rooms, steam heat, open fire-places, gas, electric bells, etc. Fresh "Jersey" milk and vegetables from the Hotel Farm. Special advantages for the amusement of young people: Tennis Court, Base Ball Field, Boating, Music, etc.

The Ampersand is the starting point for all resorts and camping grounds. One can leave here by boat or carriage in the morning, visit any of the principal resorts or points of interest in this region, and return here in the evening. General store in the Hotel, where outfits and supplies are furnished.

Tally-Ho Coaches meet all trains at Saranac Lake. Distance, one mile. Time tables, circulars and full information cheerfully given.

Address,

EATON & YOUNG, Managers.

THE CLIFTON HOUSE, NIAGARA FALLS.

THE LEADING AND MOST CELEBRATED HOTEL AT NIAGARA.
SUPERIOR IN EVERY RESPECT TO ALL OTHERS.
DIRECTLY IN FRONT OF THE AMERICAN AND CANADIAN FALLS.

Open from May to November of Each Year.

Positively the only hotel commanding any view whatever of the Falls of Niagara.
Check baggage to Niagara Falls, N. Y., and leave cars at same place. The Miller & Brundage Omnibus Co. convey guests and baggage without delay to The Clifton.
Address for all information by mail or telegraph,

GEORGE M. COLBURN, NIAGARA FALLS, N. Y.

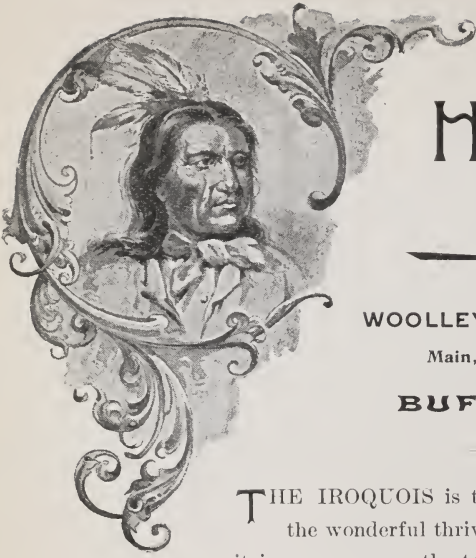
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**IRON AND STEEL MATERIAL FOR RAILROADS,
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WOOLLEY & GERRANS, PROPRIETORS,

Main, Eagle and Washington Sts.,

BUFFALO, - N. Y.

THE IROQUOIS is the leading and largest hotel of Buffalo, the wonderful thriving "Queen City of the Lakes," or as it is now more aptly termed, "The Electric City." It is the only absolutely fire-proof hotel in the city. It is built and furnished in a style of substantial elegance, and is the finest hotel in the Empire State outside of New York city. It is metropolitan in its equipment, arrangements and management. American and European plans. A fine orchestra plays during the evening dinner. Its location is the most central in the city, and it is the head-quarters for Niagara Falls and Lake tourists.

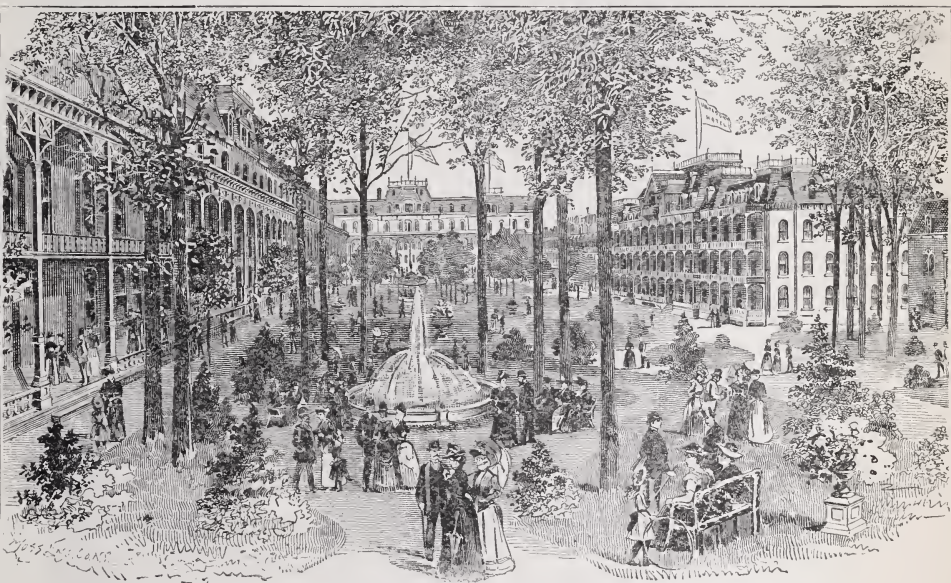


SARATOGA SPRINGS,

— N. Y. —



United States Hotel

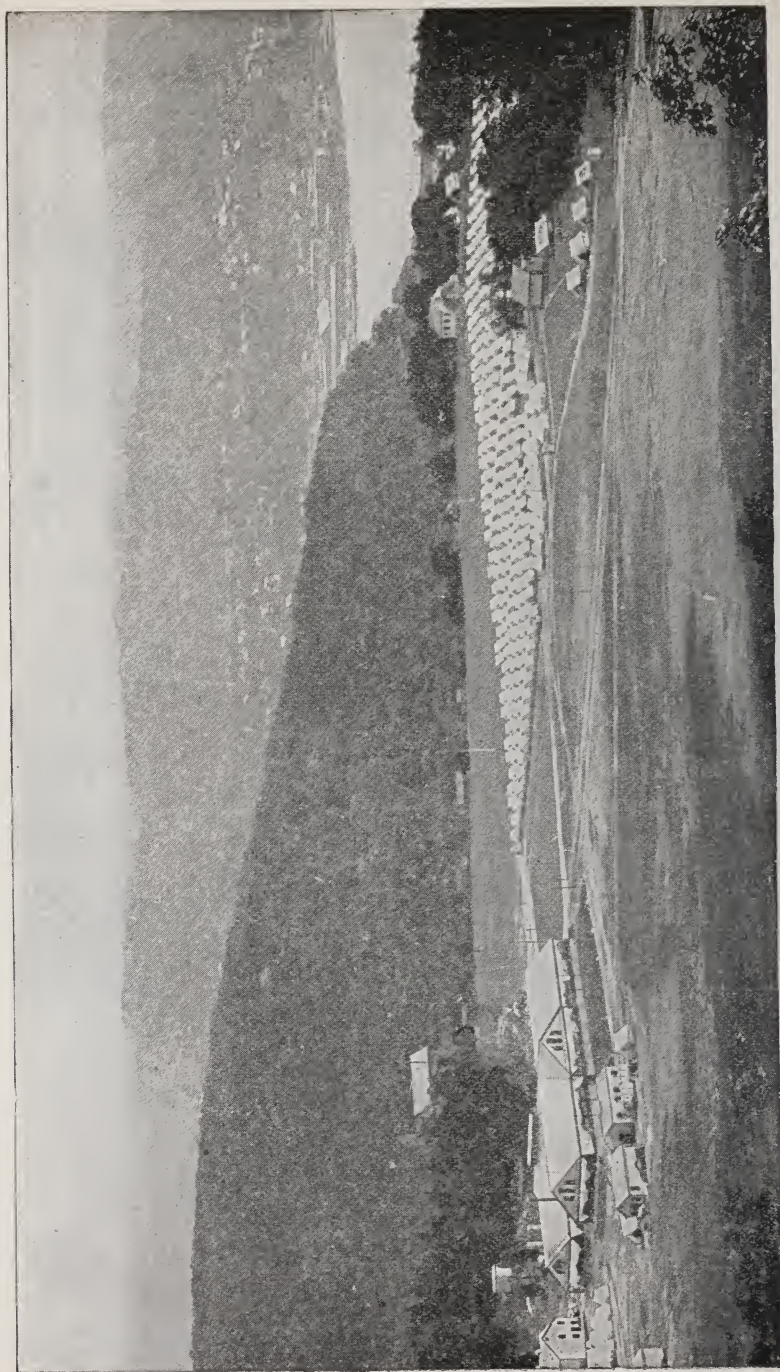


LAWN VIEW.

WILL OPEN JUNE 22d, AND REMAIN
OPEN UNTIL OCTOBER 1st.

TOMPKINS, GAGE & PERRY,

Proprietors.



GENERAL VIEW OF STATE CAMP AT PEESKILL, ON THE HUDSON.

... THE ...
Grand Union Hotel,

. . SARATOGA SPRINGS, N. Y.

WOOLLEY & GERRANS, PROPRIETORS.



SARATOGA SPRINGS and the Grand Union Hotel alike, during the season of 1892, not only maintained but increased the prestige of other famous years. Saratoga still holds its supremacy among the health and pleasure resorts of the world, its mineral waters retain, unimpaired, all their marvelous health-giving and reinvigorating qualities, and the Grand Union is yet without its peer as the largest and most magnificently-appointed summer hotel on the globe.

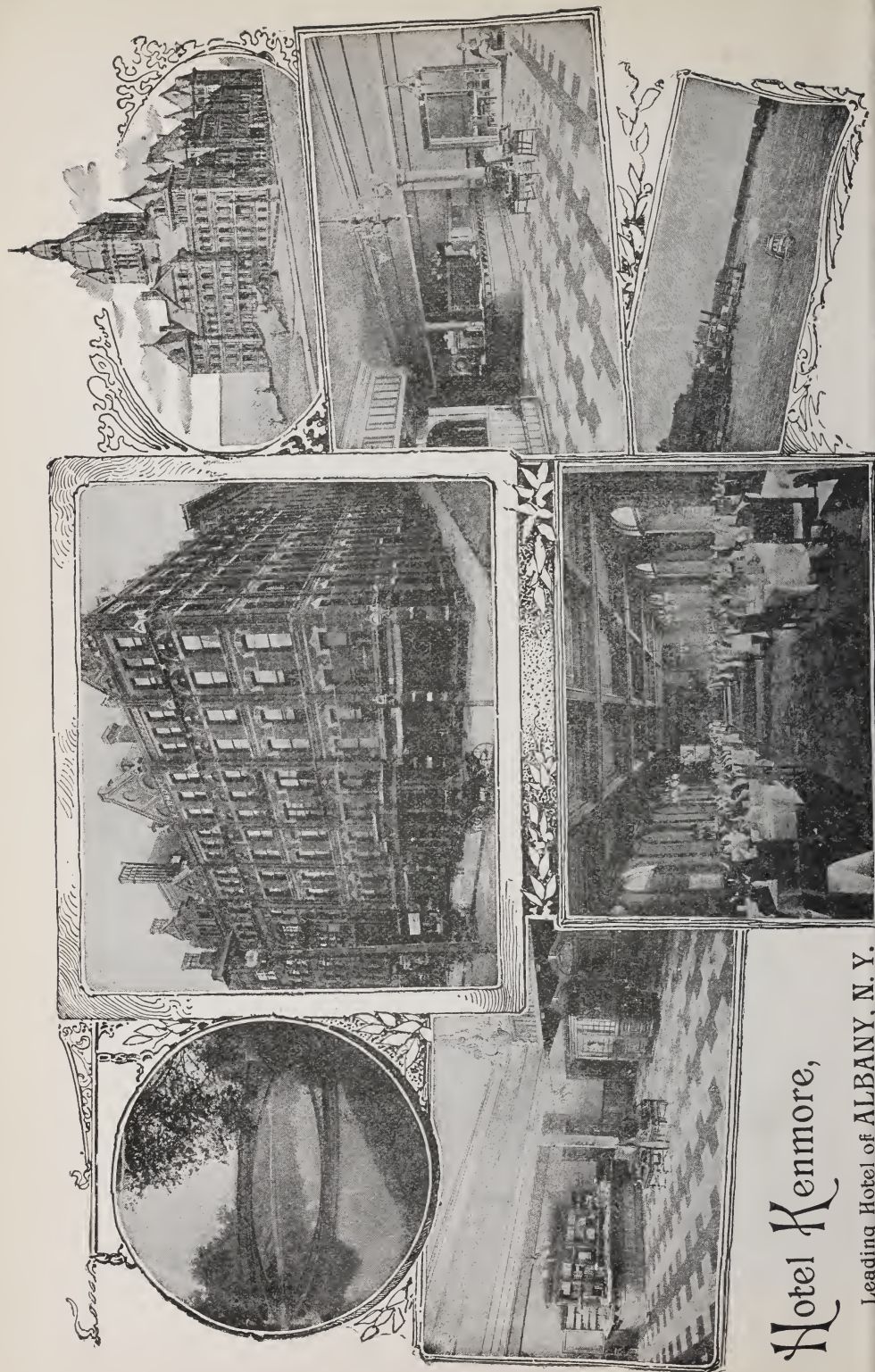
It will re-open under the new management (for the second season) June 22, 1893. Mr. John Lund will again direct a splendid orchestra.

Address,

WOOLLEY & GERRANS,

GRAND UNION HOTEL,

SARATOGA SPRINGS, N. Y.



Hotel Kenmore,
Leading Hotel of ALBANY, N. Y.

Hotel Kenmore,

**THOROUGHLY MODERN.
STRICTLY FIRST-CLASS.**

LEADING HOTEL of
ALBANY, N. Y.

CENTRALLY LOCATED — Convenient
to STATE CAPITOL, other public buildings
and places of interest.

FREE OMNIBUSES AT ALL TRAINS AND BOATS.

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ALBANY, N. Y.

The Best Located Hotel in the City.

Under entire new management. Strictly first-class
in every respect. More convenient to all depots and
steamboat landings than any other hotel in the city
Free Omnibus in attendance at all trains and boats
Special rates made to commercial travelers.

\$2.00, \$2.50 and \$3.00 Per Day, According to Location
of Rooms.

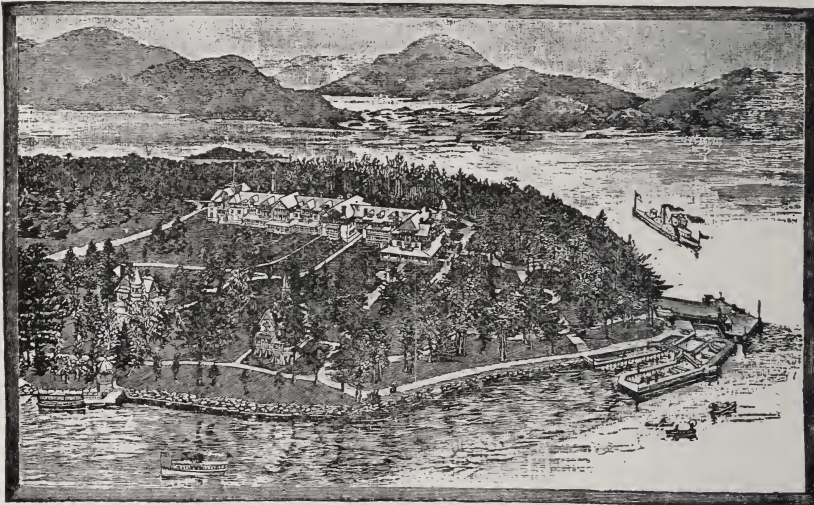
WILEY & HASKELL,
PROPRIETORS.



LAKE GEORGE.SEASON 1893.

THE SAGAMORE.

GREEN ISLAND, BOLTON, ON LAKE GEORGE
WARREN COUNTY, N. Y.



REGULAR OPENING JUNE 20TH.

PARTIES COMING TO HOTEL FROM JUNE 1st to 20th TAKEN AT REDUCED RATES.

LAKE GEORGE, WITH ITS CRYSTAL WATERS, ISLAND GEMS, RUGGED MOUNTAINS AND FORESTS, CAN BE BEST SEEN IN THIS IMMEDIATE VICINITY.

TERMS:—Four dollars per day; seventeen fifty to twenty-five dollars per week for single rooms. Circulars sent upon application.

ACCESS:—The Sagamore can be reached by the New York Central & Hudson River and West Shore railroads, the steamers of the People's Line from New York to Albany, or the Citizens' Line from New York to Troy, thence by the Delaware & Hudson Railroad to Lake George. Alighting at Caldwell the tourist steps aboard the "Horicon" or "Ticonderoga," and is brought to the steamboat dock in front of the hotel.

THE SAGAMORE consists of many handsome structures built on a succession of terraces, is surrounded with balconies, public and private. Every room in the house has a view of the lake. Elegant suites of rooms, hot and cold baths, toilet rooms, electric bells, elevators, no long flights of stairs to climb.

A Perfect and Thorough System of Drainage. No Malaria. No Hay Fever. No Mosquitoes. Pure Mountain Air. Pure Spring Water.

Green Island is located between Northwest Bay and Bolton. The island comprises about seventy acres, is handsomely laid out in winding forest walks and drives, rustic seats and beautiful summer houses. A broad walk leads to the northern terminus of the island (nearly a mile away), terminating at a cosy summer house.

Beautiful drives and picturesque mountain walks on main land. The best of protection against fire. A complete livery supplied with safe horses and tally-ho coaches.

AMUSEMENTS:—Billiards and bowling within, and croquet and tennis without. Boating, sailing, a fleet of row boats and steam launches. A large music and dancing hall. Dancing every evening.

Western Union telegraph and post-office in the hotel. Circulars sent upon application. Address

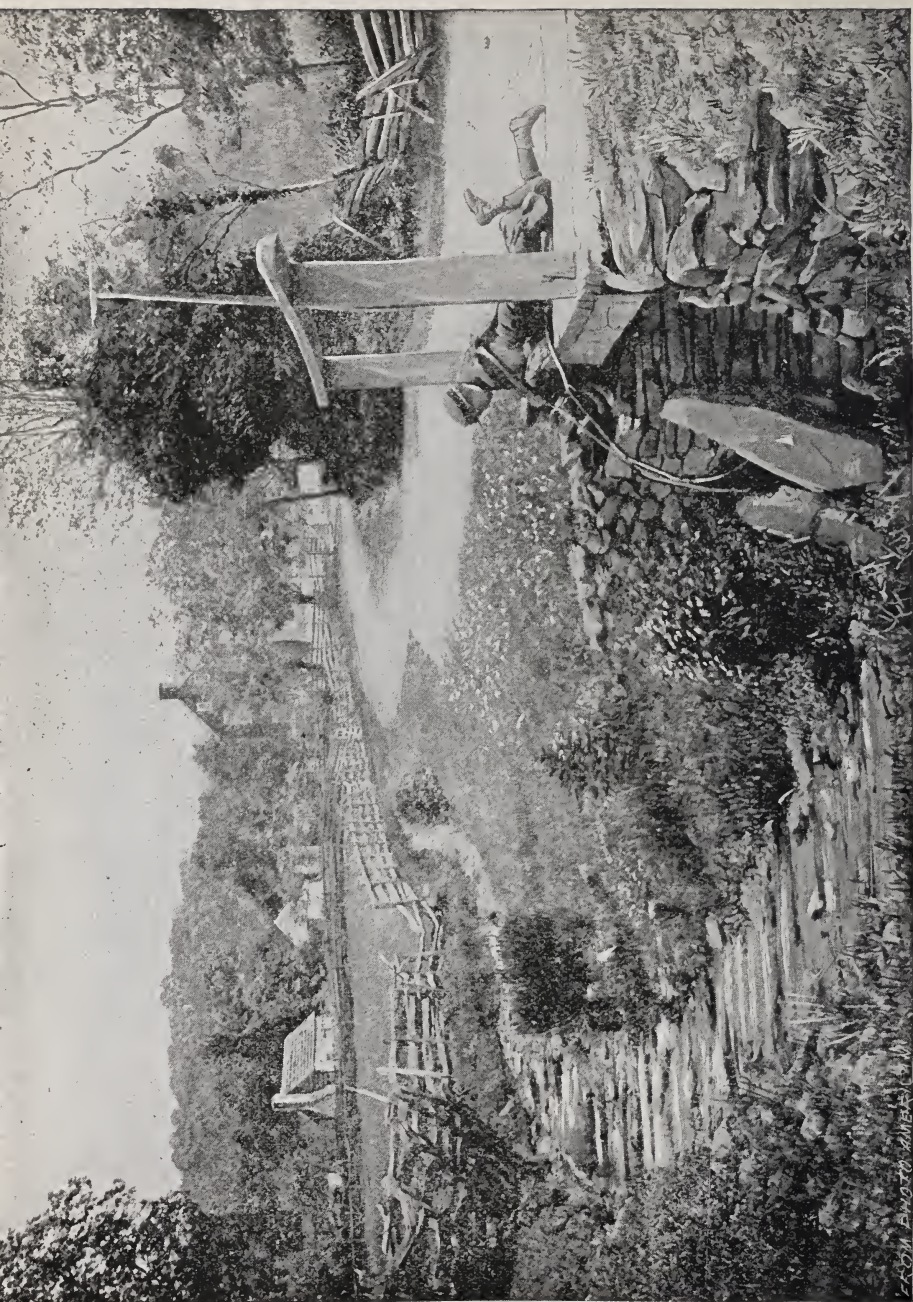
M. O. BROWN, LESSEE AND PROPRIETOR, - Bolton Landing Post-Office, Warren Co., N.Y.



Legends of the Cataract

The Cataract House, Niagara Falls, N. Y.

OPEN UNTIL NOVEMBER.
J. E. DEVEREUX, Manager.



DELAYAN ∴

HOUSE.

ALBANY, N. Y.



RATES, \$3.50 TO \$5.00 PER DAY.

UNDER NEW MANAGEMENT.

OPPOSITE N. Y. C. & H. R. R. R. DEPOT.

Re-modeled and Re-furnished.

"FREE 'BUS" TO AND FROM ALL TRAINS AND BOATS.



Holland House,

EUROPEAN
PLAN
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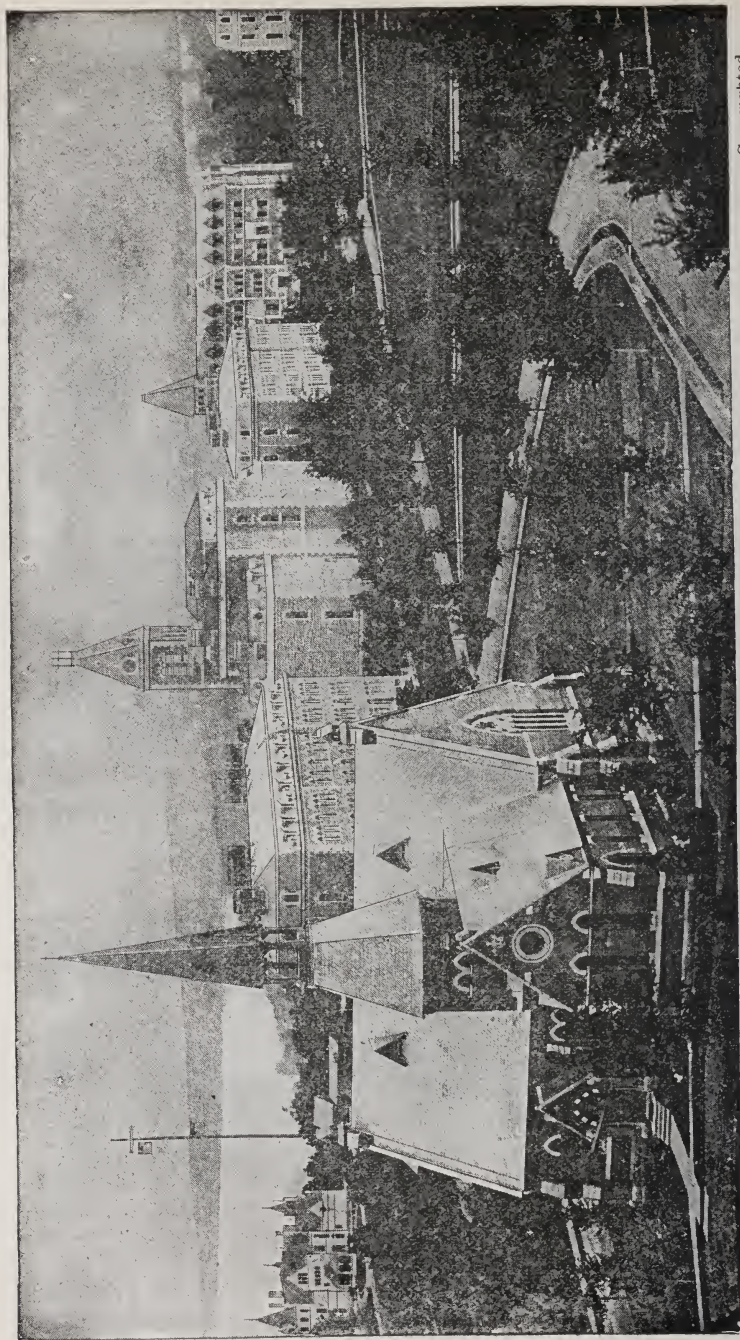
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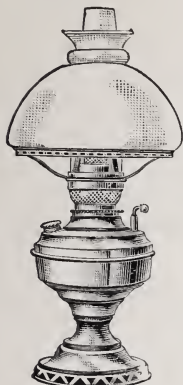
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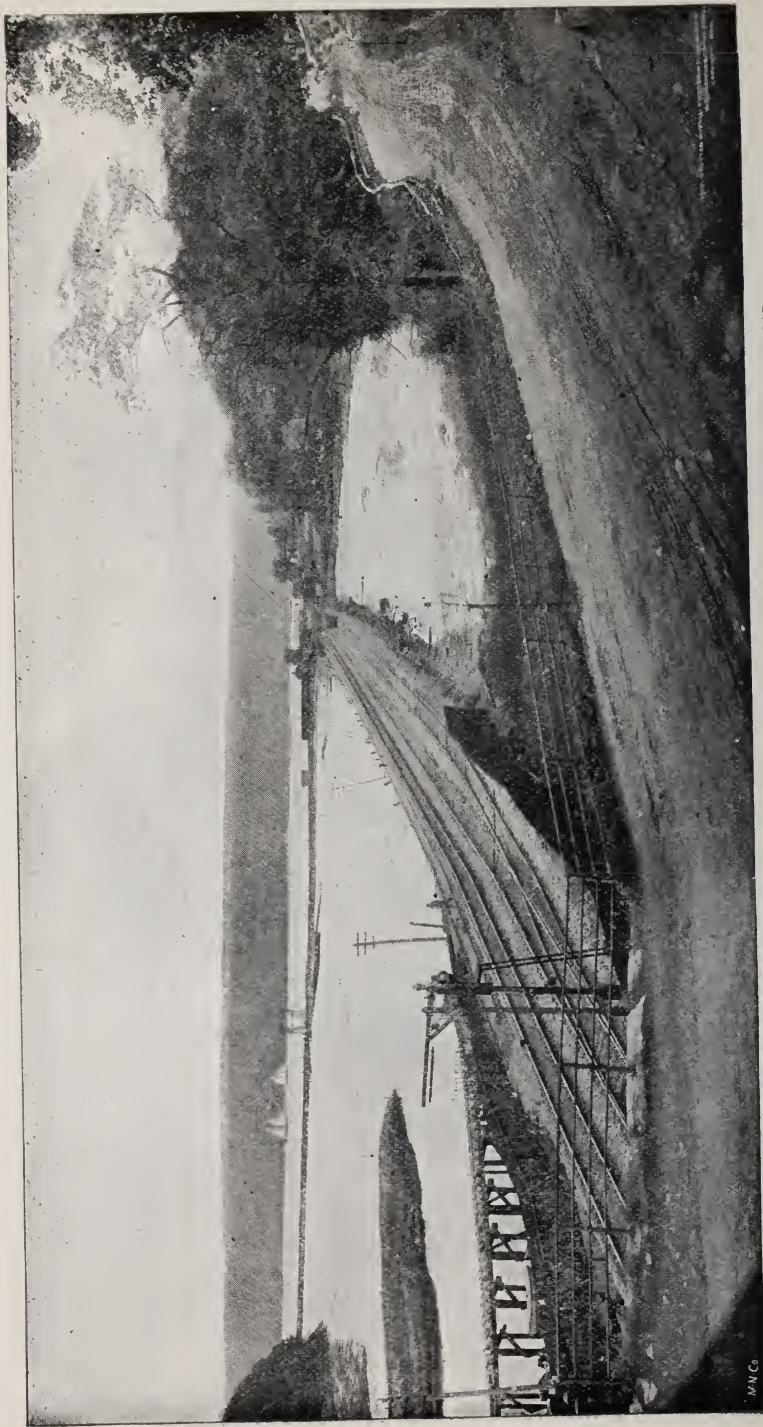
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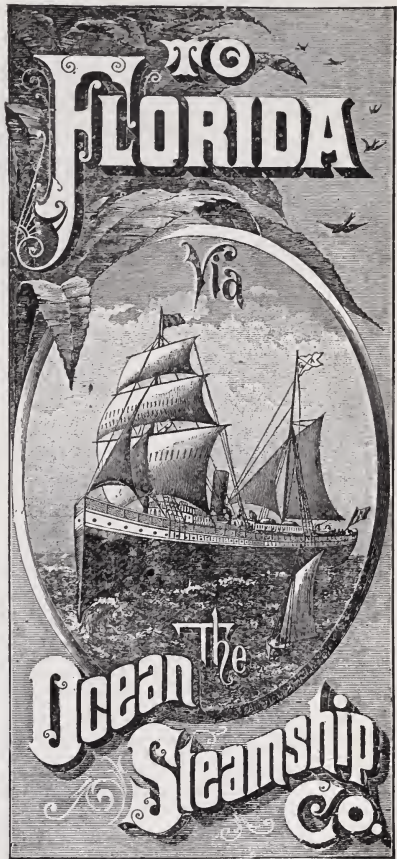


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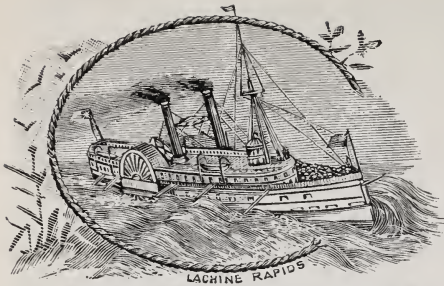
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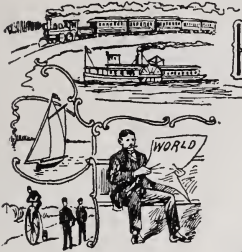
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CONTINUOUS RAIL JOINT COMPANY OF AMERICA,

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Our joint provides for the increased tonnage of locomotives and cars, and the high speed that trains are now being run.

The base support given with our joint and the increased bearing surface makes it stronger, and counteracts the motion or play so fatal to life of other fastenings.

Rapidly Taking the Place of Angle Bars.

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RAILROAD CARS
OF ALL DESCRIPTIONS.

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... **Railway Supplies,**
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Section Hand Cars and Push Cars, Railway Velocipedes for one, two and three men,
Rail Drills, Wrecking Frogs, Rail Benders, Track, Bridge and Car-Raising Jacks,
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R. R. Water Tanks, Tank Fixtures, Windmills,
Automatic Standpipes and Dodge Water Columns, Water Stations erected completely.

SEND FOR CATALOGUE.

Niagara Navigation Company

(LIMITED,)

Steamers "Cibola," "Chicora" and "Ongiara"

commence running about May 15th and cease about October 10th,

Plying between Lewiston, N. Y., and Toronto, Canada, daily,
Sundays excepted,

Landing en route at Niagara-on-the-Lake,

at the mouth of the Niagara River.

STEAMERS leave Lewiston at 8.00 A. M., 10.20 A. M., 12.00 noon and 5.30 P. M.; leave Toronto 7.00 A. M., 11.00 A. M., 2.00 P. M. and 4.45 P. M., in connection with New York Central trains. Lunches served on board. Trip occupies about three hours. The "Ongiara" connects every hour with observation trains of the New York Central & Hudson River Railroad at Lewiston, giving passengers an hour's sail on the Niagara to the mouth of the river and return.

These steamers are Clyde-built vessels, designed especially for the route between Lewiston and Toronto, and are probably the fastest paddle steamers in the world. This line, in connection with the New York Central & Hudson River Railroad, forms the short route between Toronto, Canada, and all Eastern points.



A BRIDGE ON THE PALENVILLE ROAD—CATSKILL MOUNTAINS.

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Is Deemed Superior to All Others:

1st. It is a pure water, and, unlike most of the table waters, is unadulterated by salt or any other ingredient.

2d. It is a *fresh* water from a mountain spring, and has the pleasant taste and refreshing quality which can only be found in mountain spring water,

3d. It is the most sparkling and effervescent of all waters, being charged with its own gas taken out of the same spring.

4th. Recommended by all physicians who have tried it as the best remedy known for indigestion and stomach troubles.

5th. A chemical analysis shows it contains the best properties to act on stomach, liver and kidneys. Prepared in Nature's laboratory, it produces an effect on the system that cannot be duplicated by any combination man can create.

THE ANALYSIS OF

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By Prof. ELWYN WALLER, Ph. D., Analytical Chemist, New York City, found it to contain:

Sodium Chloride,	2.993
Potassium Sulphate,	1.336
Sodium Sulphate,	1.268
Sodium Carbonate,	5.083
Lithium Carbonate, . . . . .	.089
Calcium Carbonate,	8.635
Magnesium Carbonate,	2.085
Iron Oxide,003
Alumina,009
Silica,312

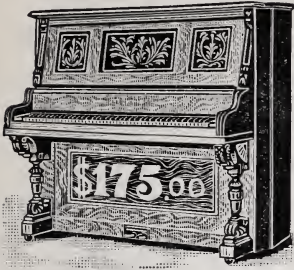
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It contains free carbonic acid gas.

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Circulars sent on application to*

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Our large 24-page catalogue of Organs, also our new and elegant catalogue of Pianos containing 16 pages. We have the largest manufactory in the world, from which we sell direct to the consumer at wholesale prices, thus saving the profits of the dealers and the commissions of the agents.

We furnish a first-class Organ, warranted 20 years, with stool and book, for only **\$30.40.**

Sent direct from Factory, at wholesale prices, from one of the most reliable firms in the world.

NO MONEY REQUIRED

until instrument has been thoroughly tested in your own home.

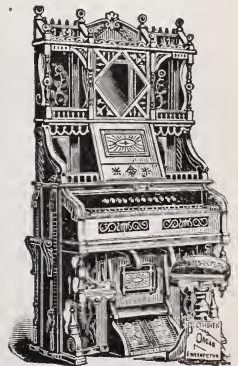
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The Niagara Gorge.



THE LEWISTON BRANCH of the New York Central extends along the river from Niagara Falls—overlooking the magnificent scenery of Niagara Gorge, and in full view of Queenston Heights, Whirlpool Rapids, Brock's Monument and many other historical points—to Lewiston Wharf, seven miles.

Here connection is made with Niagara Navigation Company's Steamers for Toronto, and also with a handsome pleasure steamer plying between Lewiston and Niagara-on-the-Lake, a seven-mile sail to the mouth of the river.

RIVER-VIEW TRAINS,

Equipped with Observation Cars and hard-coal burning engines, run at frequent intervals between Niagara Falls and Lewiston. Fare for the round-trip only 25 cents.

No visit to Niagara Falls is complete that omits this incomparable ride through Niagara Gorge.



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STEAM NAVIGATION CO.
LIMITED

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SENECA LAKE ROUTE,
The favorite route between
**NEW YORK, PHILADELPHIA,
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AND ALL SOUTHERN POINTS TO

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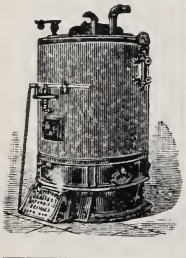
Six Trips Daily (Sundays excepted) during the Excursion Season. Close connections at Geneva with the N. Y. C. & H. R. R. and Lehigh Valley R. R., and at Watkins with Northern Central R'y. Excursion Tickets to Watkins Glen and return at reduced rates for sale at all offices of the N. Y. C. & H. R. R.

W. B. DUNNING,
General Manager, *GENEVA, N. Y.*

Be sure and ask for tickets via Seneca Lake.

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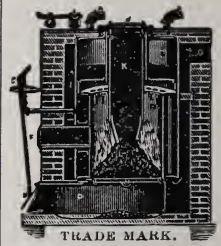
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One half "GOLDEN SCEPTRE" and one half "GREEN SEAL" cut plug or English Cavendish, a combination that adds great flavor and a little strength to Golden Sceptre. It smokes delightfully cool and sweet.

4 oz. cans,	. . .	\$0.40
16 " "	. . .	1.50

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A choice, curious combination of "GOLDEN SCEPTRE" with "LATAKIA" and "LUSCIOUS LUXURY," a medium stringy cut, and makes a delicate medium BLEND, very aromatic. We have made this to suit tastes that find "Golden Sceptre" too mild, and for those that might find it a little bity. This is our *FINEST*.

4 oz. cans,	. . .	\$0.50
16 " "	. . .	2.00



Golden Sceptre.

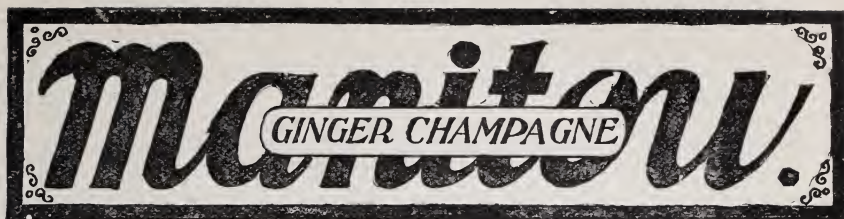
A combination of Perique, Havania and North Carolina leaf, blended in such proportions as to form a mild, delicate mixture, yet with a rich, solid flavor.

We have made GOLDEN SCEPTRE since 1861, and have striven during that period to perfect a CHEAP mixture, and such is the popular verdict.

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A perfect summer beverage prepared after our own special formula, from the waters of the famous *Manitou* effervescent springs, with an absolutely pure ginger extract obtained direct from the root. The sale of this article is increasing very rapidly on its merits. It is superior to the ordinary ginger. Also for all purposes that that article is used for. Try the *Manitou* Ginger Champagne once, and you will use it always.

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Ask for it at Druggist, Grocer, Restaurant, Club and on all Wagner Cars. Circulars containing chemical analysis will be sent free by addressing

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MANITOU, COLORADO.





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AND

Favorite Route for Fashionable Pleasure Travel.

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To THE THOUSAND ISLANDS

"The Loveliest River Resort in the World."

THE R., W. & O. R. R. is leased in perpetuity to the New York Central & Hudson River R. R. The lessee company has expended more than one million dollars in permanent improvements and betterments, relaying the railway of the Eastern Division with the heaviest steel rails used north of the trunk lines; renewing and rebalancing the roadbed, increasing the number of ties per mile, replacing the bridges with heavier new ones of steel and iron, and making various other improvements on the R., W. & O. system. Standard locomotives, capable of hauling the heaviest passenger trains at high speed, have been added to the motive power, and sumptuous new coaches to the passenger equipment.

Solid Vestibule Trains to and from the Thousand Islands

stop only at principal cities, and make the following very fast time:

NEW YORK, 8 hours; ALBANY, 5 hours; UTICA, 3 hours; NIAGARA FALLS, 8½ hours; BUFFALO, 8 hours; ROCHESTER, 6½ hours; SYRACUSE, 3½ hours, connecting with the fast Express and Limited trains to and from Chicago, St. Louis, Cincinnati, Detroit, Toledo, Pittsburg, Cleveland and the West; also with Boston and New England points.

Thirteen Express trains week-days, and five Express trains Sundays, run in and out of Clayton (Thousand Islands). Fast trains run to and from the West expressly to avoid the slow lake trip with its many discomforts, and to enable tourists and pleasure seekers to enjoy among the Thousand Islands the time thus gained (from 4 to 12 hours) which otherwise would be consumed in an uncertain and uninteresting lake passage.

Wagner Vestibule Newest Buffet Sleeping and Drawing-Room Cars

on all Through Trains.

All trains connect at Clayton with Thousand Island Steamboat Co. for all places in the Thousand Island region. Connection is also made at Clayton with Richelieu & Ontario Navigation Co. steamers for Montreal, Quebec, the River Saguenay, etc., passing all of the Thousand Islands and Rapids of the River St. Lawrence by daylight.

The Rome, Watertown & Ogdensburg R. R. is the *Great Tourist Route* to all places on the St. Lawrence River, all Canadian Resorts, the Adirondack Mountains, Green Mountains, White Mountains and Sea-coast Resorts.

Wagner Buffet Sleeping Cars run by this route between Chicago and Portland, Maine, passing through the celebrated White Mountain Notch by daylight, and stopping directly in front of the principal hotels in the White Mountain Region.

Send ten cents postage for the illustrated book, "Routes and Rates for Summer Tours," with 230 pages, 150 fine illustrations, 11 valuable maps—the best book given away.

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SYRACUSE, N. Y.

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AND

Lake George Steamboat Co.



THE POPULAR PLEASURE ROUTE BETWEEN NEW YORK, TROY, ALBANY, SARATOGA, LAKE GEORGE, THE ADIRONDACKS, AUSABLE CHASM, HOTEL CHAMPLAIN, PLATTSBURGH, THOUSAND ISLANDS, MONTREAL, WHITE AND GREEN MOUNTAINS.



THE historical incidents connected with this line, added to its beautiful Mountain and Lake Scenery, with clean boats and attentive officers, make the trip by this route one of the most enjoyable and interesting on this continent.

Fare reduced on Lake George, tickets reading by Delaware & Hudson Canal Company's R. R. will be accepted for passage on Lake Champlain and *vice versa*.


Meals served on board. Tickets can be had at excursion ticket offices of all connecting lines.

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The favorite Line from Boston to Troy, Saratoga, Lake George, Catskill and Adirondack Mountains, Watkins Glen, Sharon Springs and Niagara Falls.

 37 MILES SHORTER THAN ANY OTHER LINE. 

Boston to Saratoga,

Solid trains comprising Parlör, Passenger and Baggage Cars through without change.

Fast Express Trains

Leave Grand Central Passenger Station, 42d Street, running via NEW YORK CENTRAL & HUDSON RIVER RAILROAD,

New York to Montreal.

And from Causeway-Street Passenger Station via Lake Champlain, Burlington and St. Albans,

Boston to Montreal.

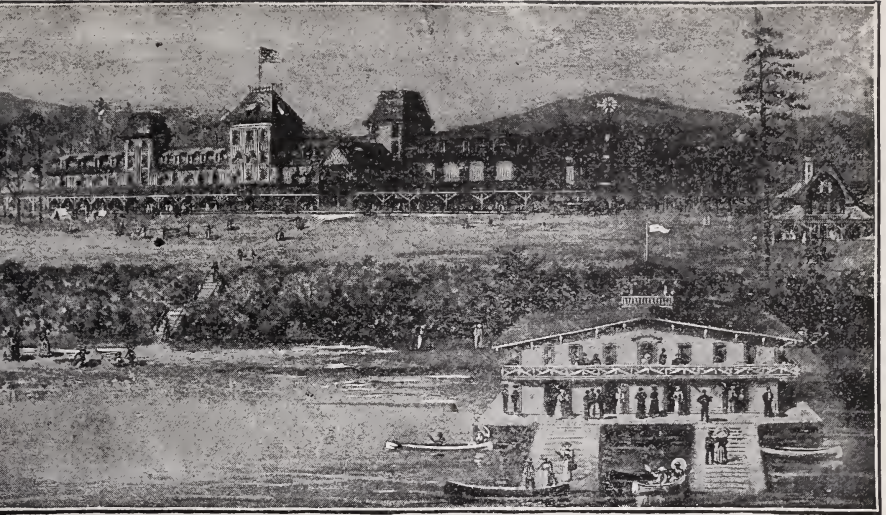
PARLOR AND SLEEPING CARS THROUGH WITHOUT CHANGE.

For rates of fare, time tables and further information apply to any authorized Ticket Agent in the United States and Dominion of Canada. Be sure your tickets read

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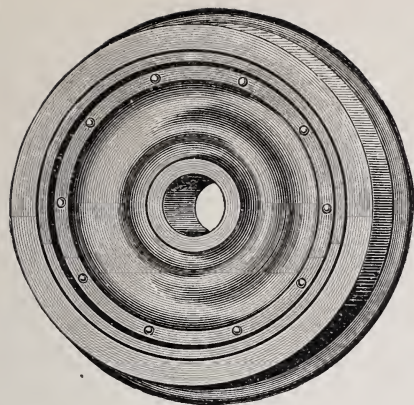
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**PATENT WROUGHT IRON
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FITTED WITH STEEL
TIRE AND RETAINING
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This wheel is no experiment, as after a thorough test it has been demonstrated to be the best, safest and most economical wheel in the market, there being over 150,000 of them in use.

The center of this wheel is made by taking a strip of iron, wider at the ends, and coiling it round a mandril and then forging it into shape by means of hydraulic dies, so that all centers of given sizes are interchangeable and indestructible, and can be re-tired in any railroad shop; and it is the only wheel in the market the center of which is made of ONE piece of wrought iron.

Parties intending ordering rolling stock would do well to insert in their specifications that Krupp's No. 1 Wheel be used, and thereby obtain a wheel which will give satisfaction.

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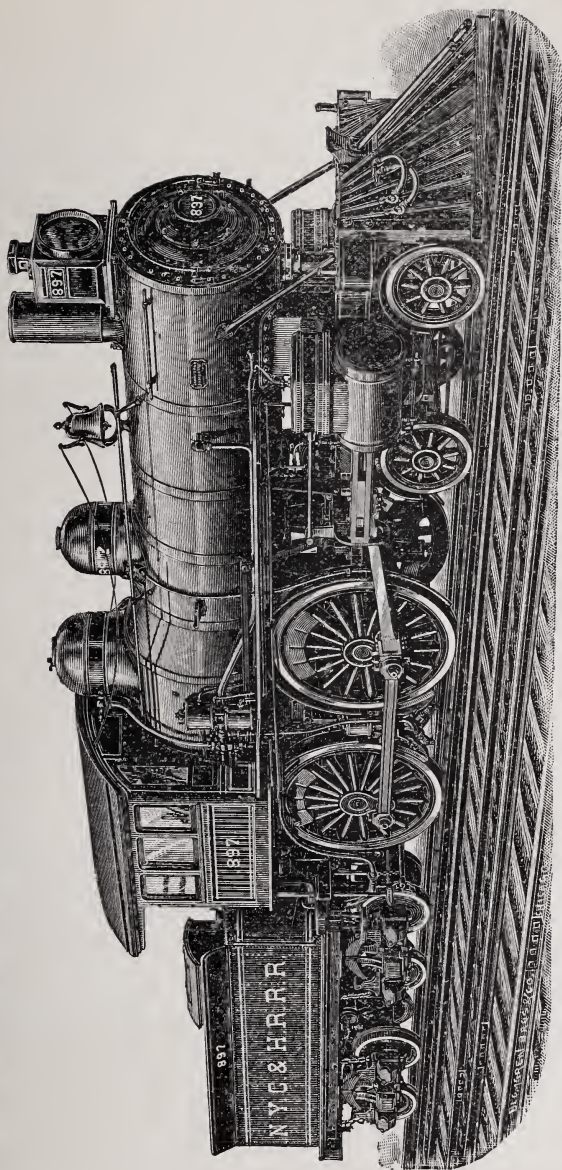
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ILLINOIS CENTRAL R. R. AND THE WORLD'S FAIR



The tracks of the Illinois Central R. R. lead DIRECTLY to the World's Fair entrance, in consequence of which that road is the principal means of getting from the city proper to the Exposition grounds. The suburban service of the "Central" is already favorably known as the largest and most complete of its kind in the country, which is the strongest possible argument that its World's Fair service will be efficient. For the proper handling of such, and all other traffic, extensive operations have been undergone by which the service of the road in and out of Chicago is carried on over an eight-tracked road-bed, elevated for over two miles, and with facilities for suburban, World's Fair, through passenger and freight trains, each independent of the other. A million-dollar passenger station, erected at Twelfth Street, is another feature of interest in this connection. In addition, all through and local trains in their departure or arrival through the Chicago city limits, pass the World's Fair buildings and surroundings, of which an extensive view is had from the car windows. The latter feature is peculiar to the Illinois Central R. R. alone, for it is the only road entering and leaving Chicago to and from the

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THE HARVEY PATENT GRIP-THREAD TRACK BOLT,

Soft Steel Bolts with Cold-Rolled Threads, Bolt Ends, Turnbuckles, Sleeve Nuts, Lag Screws, Set Screws and Tap Bolts, and every variety of screwed work,

BOILER, BRIDGE AND SHIP RIVETS,

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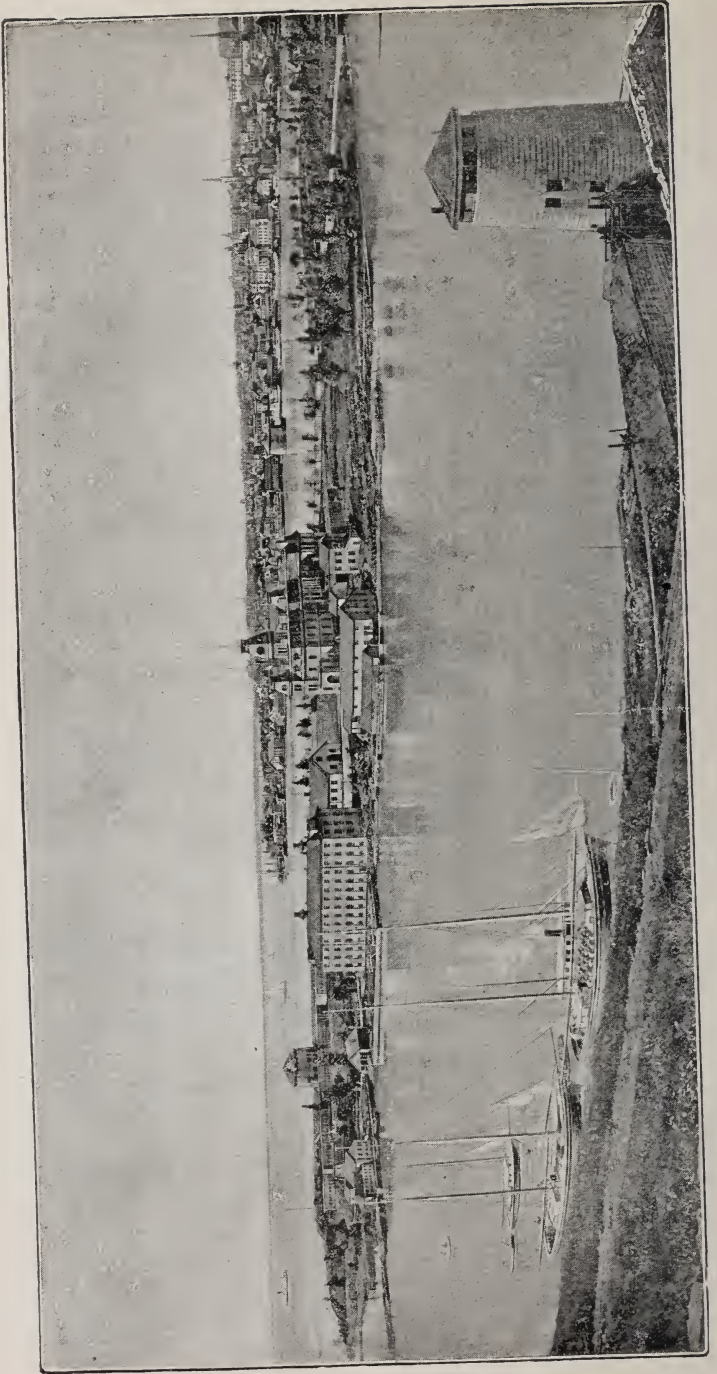


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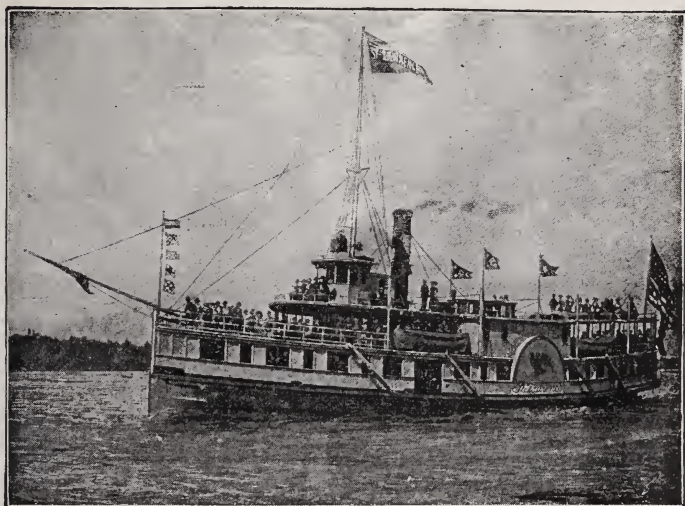
CITY AND HARBOR OF KINGSTON, CANADA, FROM THE FORT.

Thousand Island Steamboat Co.

(LIMITED.)

IN CONNECTION WITH

New York Central and Rome, Watertown &
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Steamer "St. Lawrence," the Greyhound of the River.

You won't be happy until you have taken the

"BIG THREE"

Excursions, which are run daily during July, August and September by the fast, commodious side-wheel excursion steamers of this company.

1st.—Steamer "ST. LAWRENCE'S" Fifty-Mile Ramble.

**2d.—Steamer "ST. LAWRENCE'S" Electric Search Light
Excursion.**

3d.—Steamer "EMPIRE STATE'S" Trip to Canada.

These trips are so arranged as to include all points of interest, and no one has thoroughly seen or enjoyed the Thousand Islands until he has taken all three.

N. B.—Make no mistake. Take the steamers bearing the New York Central shield on smoke-stack, and your enjoyment is assured.

For particulars see local advertisements.

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Gen'l Manager, CLAYTON, N. Y.

B. W. FOLGER, JR.,
Gen'l Pass'r Ag't, KINGSTON, ONT.

Chicago, Rock Island & Pacific Railway.

BEST DINING-CAR SERVICE IN THE WORLD.

The Rock Island is foremost in adopting any advantage calculated to improve speed and give that luxury, safety and comfort that popular patronage demands. Its equipment is thoroughly complete, with vestibuled trains, magnificent dining cars, sleepers and chair coaches, all the most elegant and of recently improved patterns.



Faithful and capable management and polite, honest service from employees are important items. They are a double duty — to the company and to travelers — and it is sometimes a task difficult of accomplishment. Passengers on this line will find little cause for complaint on that ground.

A very popular train on the Chicago, Rock Island & Pacific Railway leaves Chicago daily at 10 P. M. It is called "THE BIG FIVE," is only one day out and passengers arrive at Denver, Pueblo or Colorado Springs early the second morning.

The Rock Island has become a popular Colorado line, and the train above referred to is vestibuled and carries the Rock Island's excellent dining-car service.

For full particulars as to tickets, maps, rates, apply to any coupon ticket office in the United States, Canada or Mexico, or address

E. ST. JOHN,
General Manager, Chicago, Ill.

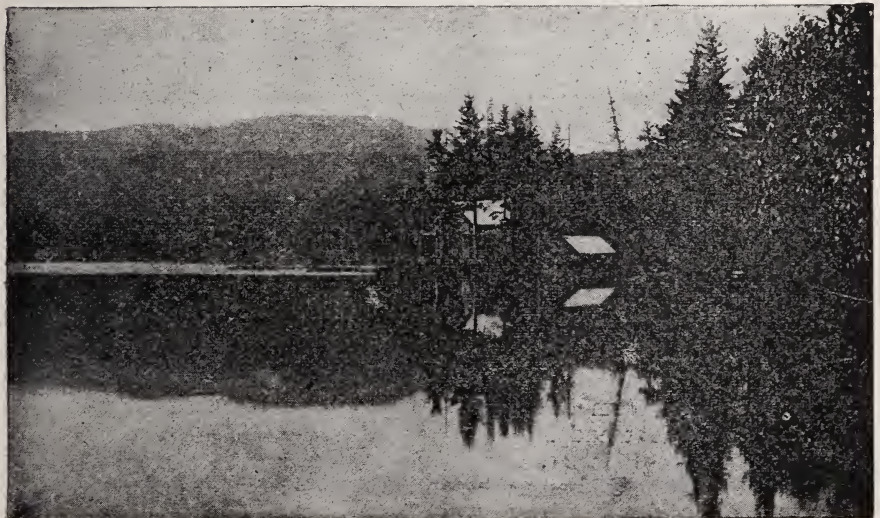
JNO. SEBASTIAN,
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SEA BEACH HOTEL, SANTA CRUZ, CAL. The largest hotel, located on a bluff overlooking the beach. The finest land and marine view on the coast. Head-quarters for tourists. Rates, \$2.50 to \$6.00 per day. For illustrated souvenir, mailed free, apply to
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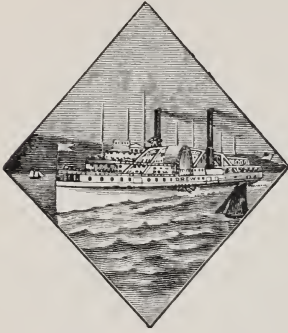
Six miles from the **FAMOUS BIG TREES** (Redwoods).

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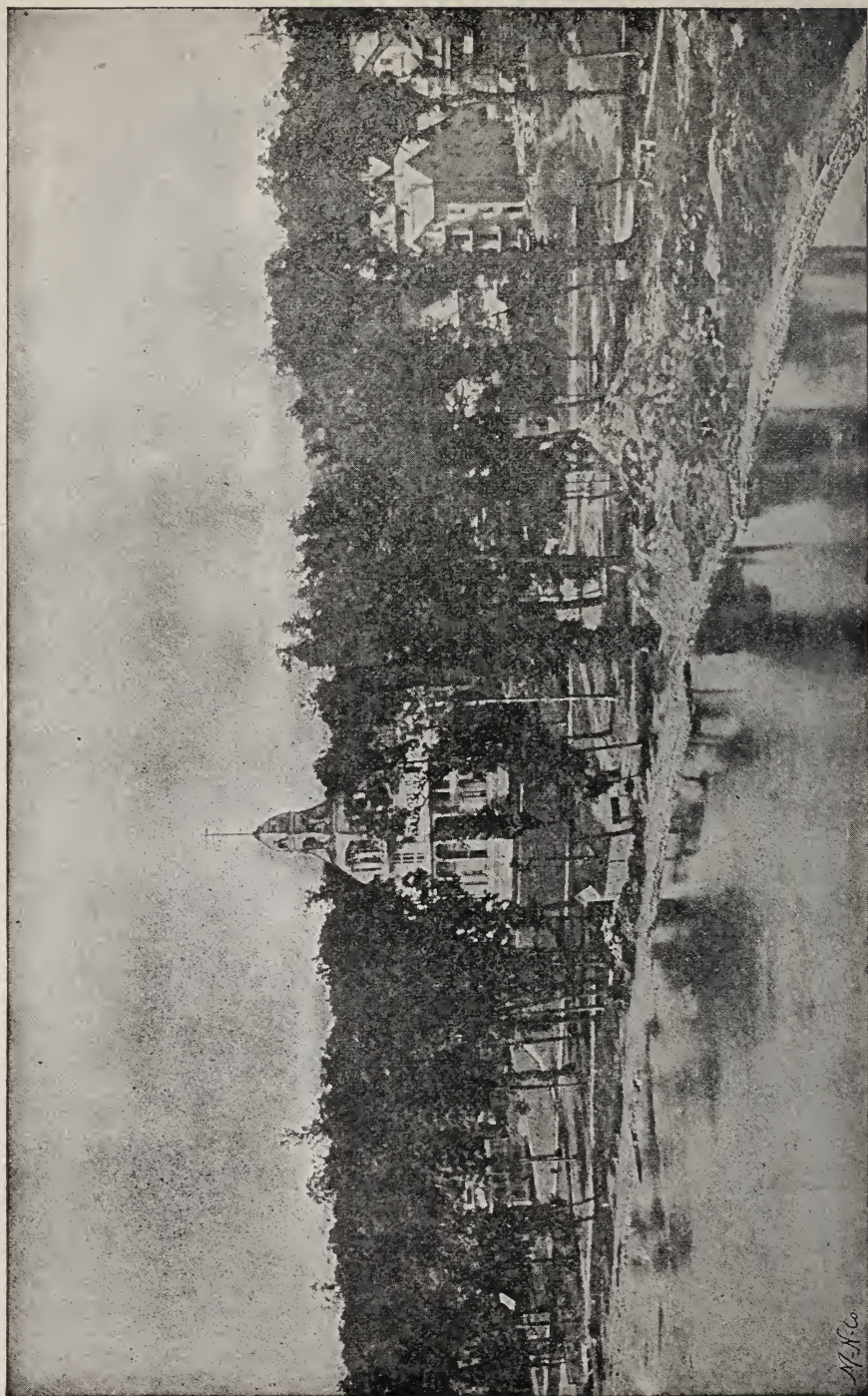
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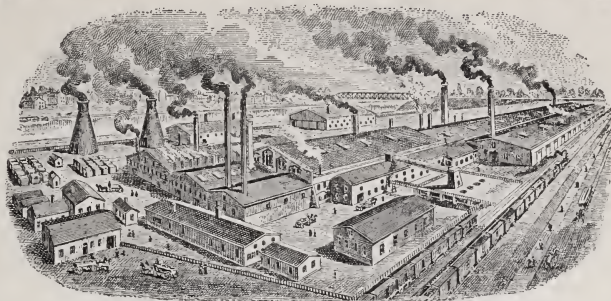
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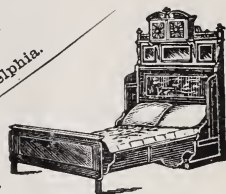
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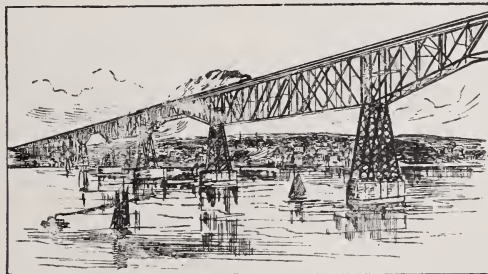
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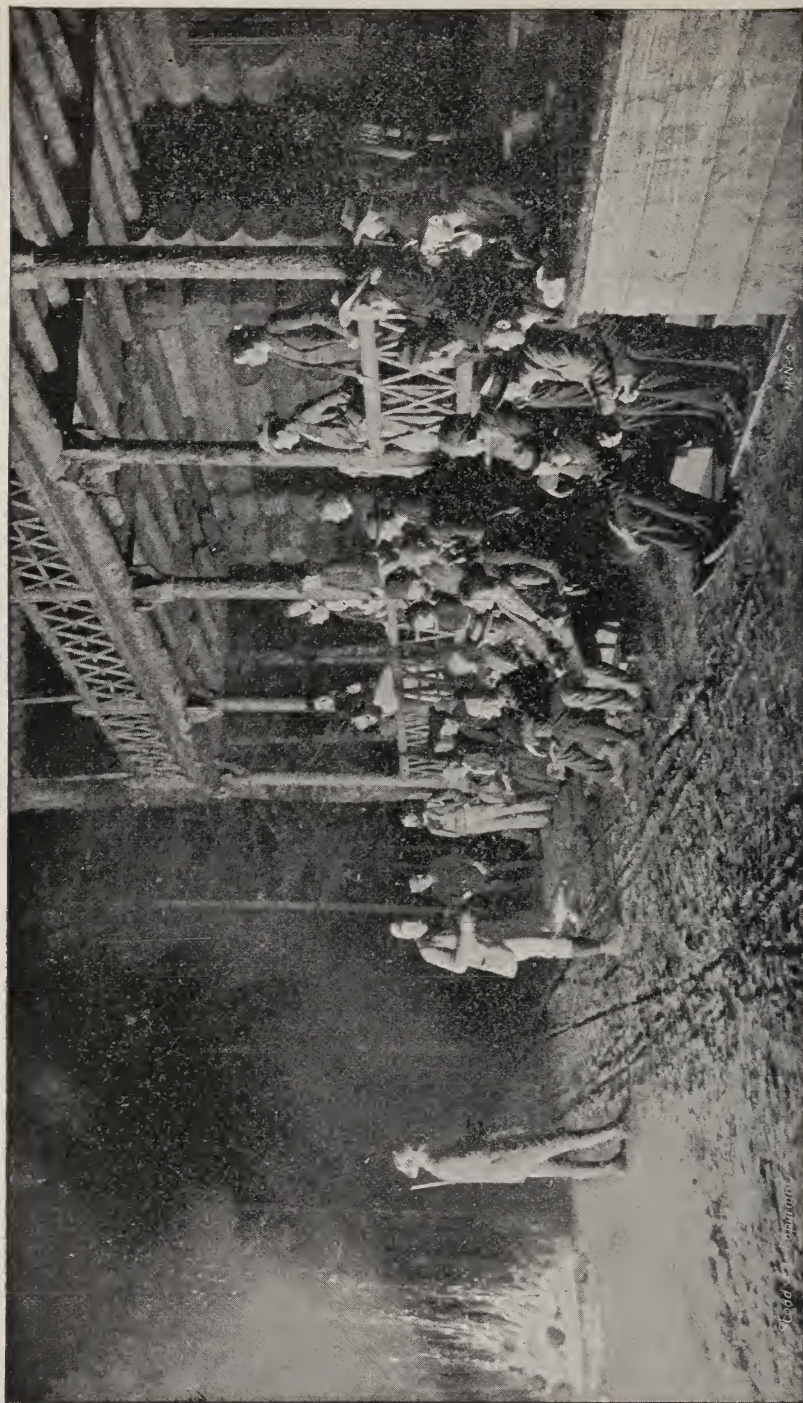


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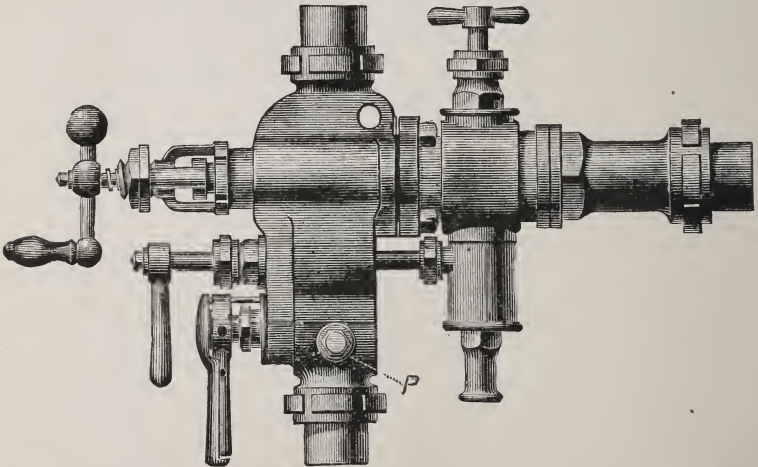
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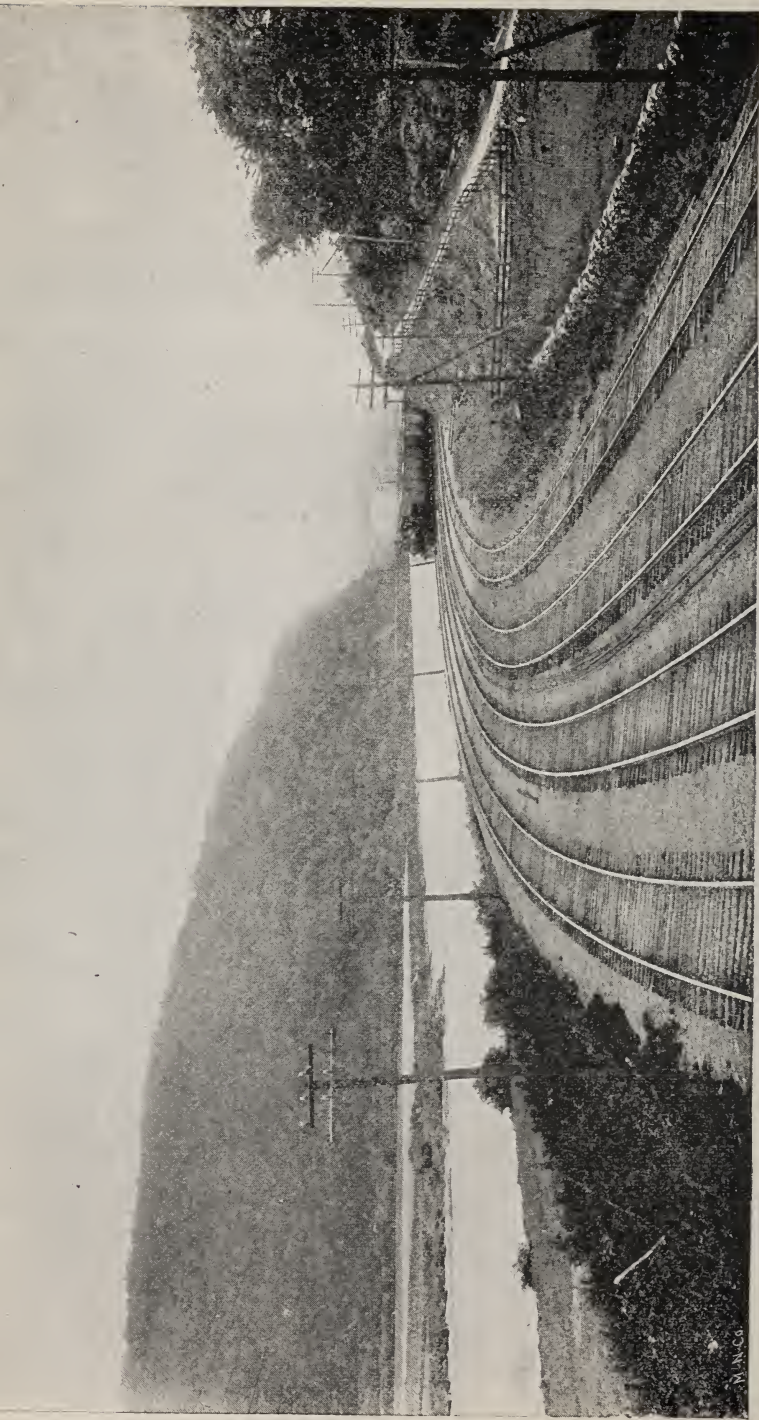
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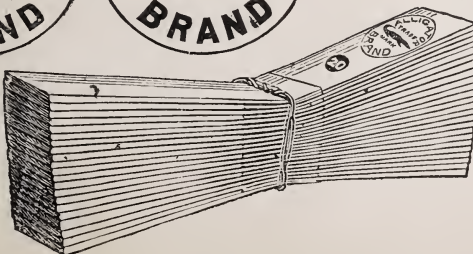
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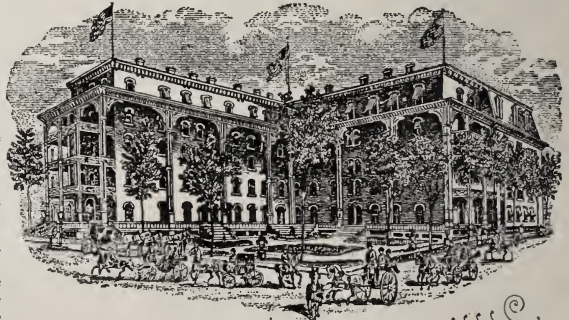
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Very respectfully,

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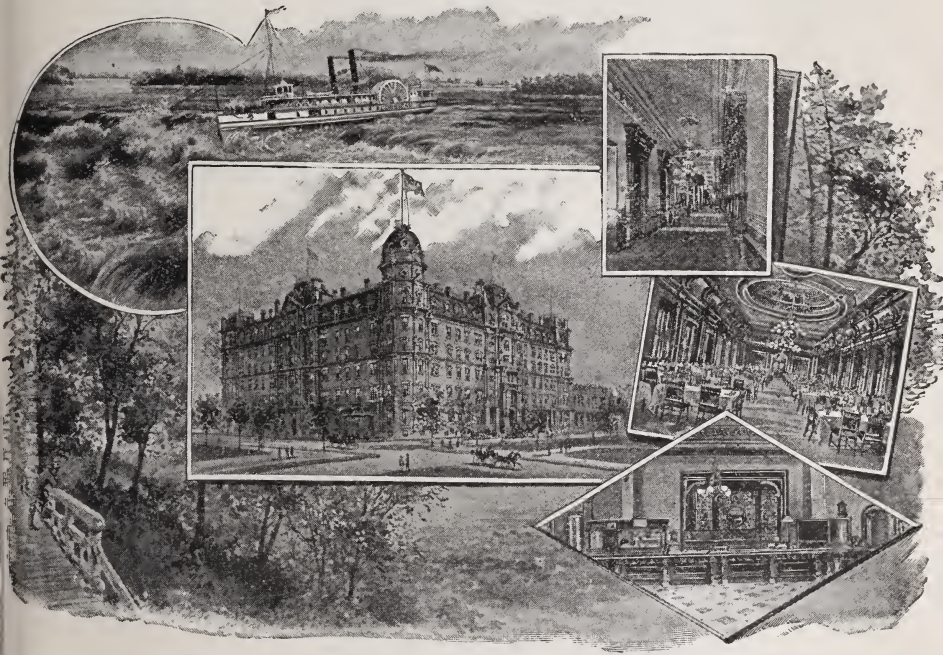


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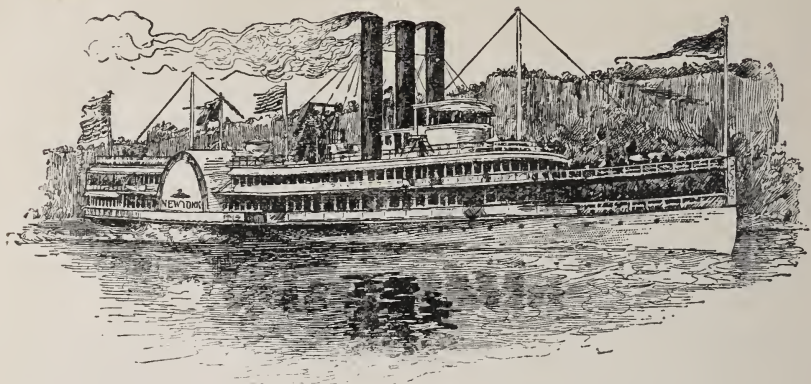
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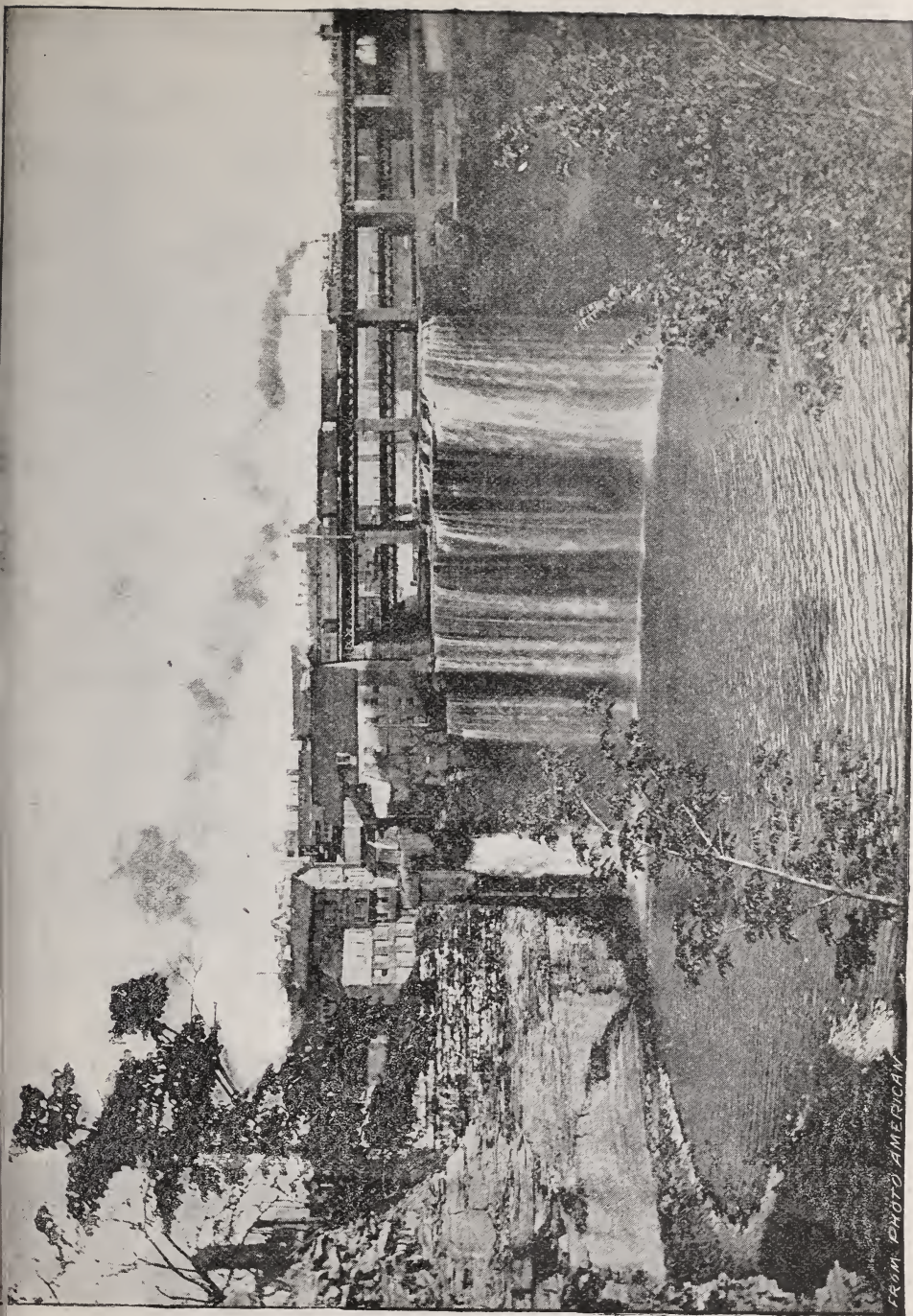
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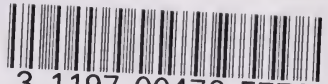


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